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# Hongkong Daily Press.

ESTABLISHED 1857



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FAMOUS  
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Hongkong, 2nd February, 1901.

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THE pleasure of cycling consists in having  
a first class Machine, and the above Es-  
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We are Agents for the famous "NEW  
HOWE" and "MONOPOLE" CYCLES,  
and we also supply fittings of every description.  
Repairs can be had in second-hand Machines.  
Exchanging a specialty.  
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Hongkong, 3rd November, 1899.

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(Opposite Hongkong & Shanghai Bank.)  
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PORTLAND CEMENT.  
\$5.00 per Cask of 37½ lbs. net ex Factory.  
\$3.00 per Bag of 250 lbs.  
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CALIBRE 7.63 mm.  
With CHAMBER for 10 CARTRIDGES.  
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\$22.50 PER DOZ.

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Distinguished by 4 Stars on the label.

This fine Wine is old, soft, and of grand flavour  
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ANOTHER FINE COGNAC, \$16.75 per doz.

Less old than the above.

A fine, full, and fruity wine.

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AMOROSO SHERRY.

THE "PALL MALL,

\$20 PER DOZ.

\$20 PER DOZ.

LA TORRE SHERRY.

11 Years old; the finest quality shipped.

\$16.75 PER DOZ.

Each bottle bears an Analyst's cert. note.

A natural and most pleasant wine to the taste.

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BLEND WHISKY.

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Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICE

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INDIA PALE ALE.

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WINSON and NEWTON'S WATER

COLORS in TUBES or PANS.

OIL COLORS, CANVAS,

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NEW STOCK OF ENGRAVINGS.

## BORDEAUX BREAKFAST-CLARET.

	1 Doz.	2 Doz.
ST. GEORGES	...	...
CRU WYNBROOK	...	...
ST. ESTEPIE	...	...
ST. EMILION	...	...
MEDOC	...	...
ST. JULIEN-MEDOC	...	...
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CONTRACTORS TO H. M. GOVERNMENT.  
MANUFACTURERS OF THE BEST QUALITIES OF ASBESTOS PACKINGS &c.,  
"GLADIATOR" Packing for High Pressures. Recognized by leading Engineers to be the  
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Piston and Valve Rods, and is absolutely imperishable. "GLADIATOR" and "VICTOR"  
METALLIC BOILER JOINTS as SUPPLIED to H. M. and other FOREIGN NAVIES.  
ASBESTOS "SALAMANDER" Non-conducting Boiler Covering Composition used exten-  
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FURNEL PAINT. "SALAMANDER" Lubricating and Cylinder Oils of the Best Qualities.  
"CAURICEDALE METAL" Anti-friction Plastic Metal, recognized by engineering experts  
to be the best Metal in the Market.  
ESTIMATES GIVEN FOR EVERY DESCRIPTION OF WORK.  
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Superintendent ... ARCHIBALD RITCHIE.  
DODWELL & CO. LIMITED, General Manager.

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HEIDSIECK & CO., REIMS.

PURVEYORS to  
THE IMPERIAL and ROYAL COURT at BERLIN.  
THE IMPERIAL ROYAL COURT of AUSTRIA.  
THE IMPERIAL COURT of RUSSIA.

CARLOWITZ & CO. Sole Agents.

## NOTICE.

THE LAWN TENNIS TOURNAMENT  
of the HONGKONG CRICKET CLUB will  
COMMENCE on MONDAY, 8th April.  
Entries CLOSE on THURSDAY, 23rd inst.,  
at 6 P.M.  
Names of competitors can either be entered  
on the Lists at the Cricket Club or can be sent  
in writing to the Lawn Tennis Sub-Committee  
at the Cricket Club.  
Hongkong, 15th March, 1901.

## WANTED.

A CLERK, with thorough knowledge of  
BOOK-KEEPING. State Salary re-  
quired.  
Apply to—  
Care of Daily Press Office.  
Hongkong, 19th March, 1901.

## WANTED.

BY a YOUNG MAN, EVENING WORK,  
whether in the line of Bookkeeping,  
Revising of Accounts, Typewriting or General  
Office work. Hours: 5.30 to 8 o'clock.  
Apply to—  
Care of Office of this Paper.  
Hongkong, 6th February, 1901.

REQUIRED by a First Class Mercantile  
House in Hongkong, an Experienced  
Man of Business to act as COMPTROLLER.  
The Highest References required. No one need  
apply unless he is prepared to give substantial  
security in the sum of \$100,000. Apply in  
writing to—  
Messrs. JOHNSON, STOKES & MASTER,  
12, Queen's Road Central.  
Hongkong, 16th February, 1901.

## WANTED.

DULY QUALIFIED SURGEON for a  
Coasting Steamer carrying Native  
Passengers.  
Applications, stating terms, &c., to be  
addressed to—  
"SURGEON,"  
Care of Daily Press Office.  
Hongkong, 6th March, 1901.

LARGE GODOWN WANTED for  
STORAGE OF COAL.  
State situation, size, rent, &c.—  
Care of Office of this Paper.  
Hongkong, 14th February, 1901.

NOTICE.

TENDERS are hereby called for the  
ERECTION OF BRICK SHOPS at  
JESSELTON for the NORTH BORNEO  
GOVERNMENT, particulars of which may be  
seen at the Office of  
Messrs. GIBB, LIVINGSTON & CO.,  
Agents.  
Hongkong, 14th February, 1901.

## OREGON LUMBER.

THE Undersigned, being closely connected  
with the leading MILLS at PORT-  
LAND and PUGET SOUND, are always pre-  
pared to book orders for any specifications at  
LOWEST RATES.  
SIEMSEN & CO.  
Hongkong, 14th February, 1901.

NOTICE.

When in MOJI, go to  
THE AMERICAN HOUSE,  
Where good European Accommodation can  
be obtained at Yen 3 per day.  
Address: NISHI HON-MACHI, ITCHOME.  
Moji, 17th January, 1901.

## HOTEL

HING KEE HOTEL.

(ESTABLISHED 1873)

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THIS First-class and well-famed establish-  
ment is pleasantly situated in the centre  
of PRAYA GRANDE, facing south, with a  
charming view of the sea on the front. Com-  
fortable and well-furnished Bed-rooms.  
Cuisine Excellent. Prompt Attendance.  
Terms very Moderate.  
L. HING KEE, Proprietor.  
Telegraphic address "HONGKEE" [1919]

## INTIMATION.

GOLD MEDAL PARIS 1878 1889.  
of Highest Quality  
and having Greatest  
Durability are there-  
fore CHEAPEST.

## JOSEPH GILLOTT'S

The Only  
Award  
Chicago, 1893  
NUMBER ONE FOR USE BY BANKER.  
Barrel Pens, 255, 220, 204,  
Slip Pens, 332, 343, 287, 160,  
404, 7100.  
In Fine, Medium and Broad  
Points.

## PENS.

THE NEW TURNED-UP POINT [361]

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## HONGKONG HOTEL

A First Class Hotel in every respect

Elegantly Furnished Reading, Music, and

Smoking Rooms.

Dining Accommodation for 250 persons.

Hydraulic Elevators to every floor.

Cuisine of the best.

Hot and Cold Water throughout

Wines and Groceries imported specially from

Europe and America.

Electric Lighting in the Billiard Rooms.

Wines, &c., cooled by Refrigerator.

All Hotel Linen washed on the premises by

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Bedroom Accommodation—132 rooms.

Fire Extinguishing Mains on every floor

CHARGES MODERATE.

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City Office: 7, Duddell Street.

## HOTEL CRAIGIEBURN.

PLUNKET'S GAP, The PEAK, near the

Tram Terminus.

Tel. 56.

For Terms, apply to the

Hongkong, 2nd July, 1900.

MANAGER.

53

THE WAVERLEY HOTEL.

ICE HOUSE STREET, HONGKONG.

A

FIRST-CLASS PRIVATE HOTEL.

Handsome Furnished and Exceedingly

Spacious Rooms.

Very MODERATE TERMS to FAMIL-

IES by the DAY or MONTH.

THE CONNAUGHT HOTEL

A FIRST CLASS HOTEL of 45 Bed-

rooms, elegantly furnished.

The Hotel is situated near all the Banks and

Principal Offices in the Colony.

Special Attention paid to the Comfort of

Guests.

Cuisine excellent; under Experienced Man-

agement.

Terms Moderate.

A. FONSECA,

Manager.

Hongkong, 1st December, 1899.

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KOWLOON HOTEL.

THIS HOTEL is situated in a quiet

locality, away from the din and distur-

bance of the City, and surrounded by a deli-

cious Garden, it is an ideal place of Residence.

The building stands on an eminence, giving a

magnificent view of the Harbour and the

City of Victoria. It is within easy access of

the Kowloon Wharves, where the principal

Mail Steamers disembark Passengers, and from

which there is a regular ferry service to Hong-

kong.

Bowling Alleys and Billiards.

The Cuisine is Excellent.

J. W. OSBORNE, J. H. DOWNS,

Proprietors.

Hongkong, 8th September, 1900.

677

"BOA VISTA" HOTEL.

MACAO.

CHARMING HOTEL for TOURISTS to

MACAO is 40 miles West of Hongkong, and

the trip is made each day (Sundays excepted) by

the Steamer "HEUNGSHAN," Capt. W. E.



## INTIMATION.

A. S. WATSON & CO.,  
LIMITED.

WINE MERCHANTS.

ESTABLISHED A.D. 1841.

## CLARETS.

	Per Case, Per Case	1 doz. 12, 2 doz. 24
ST. ESTEPHE	8 6/96	\$ 7.50
ST. JULIEN	9 00	9.00
LA-ROSE	12 36	13.92
CHATEAU HAUT BRION		
LARRIVET	18 60	19.20
CHATEAU MOUTON D'AR-		
MAILHACQ	21 00	22.20
CHATEAU PONTET CANET	25 00	
CHATEAU LA TOUR CAR-		
NET	30 00	
CHATEAU LAUZAN	42 00	
CHATEAU LAFITE	48 00	

These CLARETS are bought direct from the leading French growers. The lowest priced are of exceptional value and guaranteed to be the genuine product of the

juice of the grape.

CHATEAU LA TOUR CARNET, CHATEAU LAUZAN, and CHATEAU LAFITE are commended to the notice of Connoisseurs as high-class after-dinner Wines of a rich and rare character.

Smaller quantities and Sample bottles will be supplied at proportionate wholesale rates.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO.,  
LIMITED.

## The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD CL.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 22nd March, 1901

Among the many important questions which will arise when the Chinese Imperial Court has returned from Hsianfu to Peking and a guarantee has thus been given of the stability of the agreement between the Powers and China, none will more intimately concern the future welfare of the Chinese Empire than that of tariff revision. Before the boxer outbreak last spring overthrew all the calculations of the diplomatists, it was beginning to look as if tariff revision were likely to be the next subject to come under consideration of the British representative in China. Rumours were assiduously circulated in Shanghai and elsewhere that Sir Claude MacDonald had actually agreed to a raising of the existing Customs tariff. A promise, however, was given that no change of tariff was likely to take place without previous consultation with the parties most interested, more especially the Chambers of Commerce of Hongkong and Shanghai. The troubles of last year drove all such questions into the background, but now that peace prospects are growing (though but slowly) brighter the matter of duties on imports into China must soon regain its previous urgency. In this question of tariff revision the fate of the *lekin* duties holds a large place. On the 12th day of last month the Hon. T. H. WHITEHEAD read a paper before the Royal Colonial Institute on "The Expansion of Trade with China," and in the course of his remarks he naturally had something to say about the *lekin* question. With his words all British merchants in China, we imagine, must heartily agree, for he brought forward once more the arguments which have long been familiar with those who have studied the tariff question out here, though they have failed so far to induce the official mind to grapple with the difficulties of the problem requiring solution. For no one can deny that the problem, how to get rid of the *lekin*, is a very difficult one. Mr. WHITEHEAD himself says:—"The speedy abolition of inland taxes and levies 'on trade would be a difficult step to effect 'in isolated parts of China. It might be 'practicable in and near to the Treaty Ports, but in other parts of the country 'the merchant and the trader relieved of 'paying *lekin* would, according to previous 'experience in the matter of 'Transit passes,'

"be boycotted and thus be unable to sell 'his goods." The change therefore must be gradually brought about—the opposition of the Chinese will insure this—but there must be no doubt that it will come to pass. The present time, as Mr. WHITEHEAD says, "is most opportune for insisting upon the 'gradual abolition of *lekin* and inland taxa- 'tion on trade, as well as upon the actual 'opening up of the inland waterways of 'China to steam navigation on equal terms 'to all nations."

The backbone of the opposition to the abolition of *lekin* is of course the provincial officials. Writing on this question last May the *Orientalist* Lloyd said:—"One of the 'main objections—and it seems a genuine 'Chinese objection—is the fact that the abo- 'lition of the *lekin* would make many thou- 'sands of people paupers who now find em- 'ployment by the system and make a com- 'fortable living. It must be granted that a 'consideration of this kind, however much 'it may influence the Chinese Government,

"can have no weight with the Powers." Our German contemporary went as to question whether the deficiency caused by the abolition of *lekin* would be covered by the proposed increase of import taxation, and continued:—"To us it seems very doubtful 'that the money derived from increased 'customs charges, once transmitted to the 'Imperial Government coffers, would find 'its way back to the different provincial 'governments, and these, being deprived of 'one of their main resources, would seem to 'be compelled to levy blackmail upon na- 'tives and foreigners from dire necessity."

The difficulty here raised is by no means to be disregarded, but with a reformed Government at the head of affairs in China the prospect of the provinces being fairly treated in the distribution of revenue is far better. It should be arranged beforehand, as Mr. WHITEHEAD said in the speech from which we have quoted, that the revenue from the revised tariff shall be divided proportionately between the Central and the Provincial Governments, and the new treaty should contain a stipulation that the increased tariff shall be collected and administered by the Imperial Maritime Customs. "This department," Mr. WHITEHEAD justly says, "has rendered the most 'invaluable service to the Central Govern- 'ment and to foreign trade ever since it 'was established in 1859. The fact of the

"new increased tariff being collected by 'the Imperial Maritime Customs would be 'a sufficient guarantee that the money would 'be honestly collected. In the staff 'of the Maritime Customs there is the 'nucleus of the very best material for the 'ultimate formation of a Civil Service for 'the Chinese Empire. From an increased 'volume of trade on which would be 'charged the revised and increased tariff, 'China and the Chinese people would derive 'immense benefit."

The Russian battleship *Sevastopol* arrived yesterday from Colombo.

During the 24 hours preceding noon yesterday there were reported one fresh case of plague and one death (Chinese).

The predictions of Madame Zaria, the American fortune-teller now in Hongkong, are said to be creating quite a sensation locally, and many people are taking the opportunity of having a look into the future.

The *Shanghai Mercury* understands that the Gwendoline Mine in Corea has been purchased by a British syndicate in London, and that they will organise the entire staff. The purchase money is stated to be £25,000.

The *Singapore Free Press* anticipates that on the visit of the Duke and Duchess of York to Singapore the squadron from the China station to welcome their Royal Highnesses may include H.M.S.S. *Centurion*, *Goliath*, *Argonaut*, and *Endymion*.

The Dallas Company yesterday evening submitted that very successful musical comedy, *The French Maid*, at the Theatre Royal, to an audience of good proportions. The production went off with great spirit and success were frequent. A fuller report will appear to-morrow.

The Chinese Representative in Tokyo is said to have addressed to his Government a memorial of over 200 articles urging the reform of China's administration on Japanese lines. It is added that Viceroy Liu, to whom, in common with other local officials, the memorial was sent by the Throne for consideration, has endorsed many of its recommendations.

An *Asahi* despatch says:—"In connection with Li Hung-chang's appeal to the Hsianfu Government for the enrolment of certain companies of Governor Yunnan troops as Imperial bodyguards, an Imperial Edict has now been issued directing the Governor to send six companies to Hsianfu at once. The Tartar General asserts that the Russo-Chinese secret agreement was due to the necessity of providing means of defence against bandits. Li Hung-chang is of opinion that as the agreement mentions 'for the time being' it should be abrogated on the conclusion of the peace negotiations. A heated discussion took place between Li and the Russian Minister to Peking on this point. The peace negotiations will inevitably be interrupted for some time."

Owing to the pressure on our space, we are compelled to hold over a letter by "Waiting" re the Sanitary Board.

A Hiroshima despatch to the *Asahi* states that the Fifth Division of the Japanese Army in North China will not be withdrawn in April as originally intended, owing to the condition of affairs at Peking.

A statement appears in the Russian Press that in view of the development of late years of trade between the months of the Obi, North Siberia, and British ports, it is intended to adapt one of the bays of the Obi Gulf to the purpose of an export port. With this object, port works will be undertaken such as may be necessary for suitable anchoring, discharging, and loading of vessels.

We have received the December and January number of the *China Review*, which commences with an interesting article on "Han Wa Ti and the Aboriginal Tribes on the South-Western Frontier of China," by Mr. T. W. Kingsmill. The magazine contains also contributions by Messrs. Edkins, Von Zuch, and J. Dyer Ball, and Mr. H. Parker's "Notes and Queries."

The *Bangkok Times* writes sympathetically about the beach-number nuisance, of which we wrote a short time ago. Our contemporary recalls the fact that at one time some years ago it expressed an opinion that Bangkok was the "dumping ground" for the destitute of the Far East, and was promptly used for libel by a couple of hypersensitive and impetuous souls. This of course, was before the community knew better.

According to Japanese reports the Indian tea-merchants in Canada are actively pushing sales of Ceylon tea. The Ceylon tea-men have manufactured green tea similar to the Japan tea to compete with the latter. As quotations for Japan tea are 30 per cent. higher than they were a year or so ago, while those for Ceylon tea are correspondingly lower, the future of Japan tea is seriously threatened. There is no representative of the Japanese Tea Guild at Montreal at present, and the Japanese say that the Indian merchants, in their anxiety to drive Japan tea from the markets in Eastern Canada are advertising in the papers that it is poisonous and harmful.

Much gossip has been sprung up in local shipping circles, within the last day or so, as to the rumoured sale and purchase of certain steamers which have been running in Chinese waters. As a result of our enquiries we find that the *s.s. Siam* has been sold by Messrs. Barclay & Co. of the Praya to Mr. Geo. McBain of Shanghai at a price approaching \$180,000, and that the *s.s. Milan* which came here with a cargo of coal, has changed owners, having been purchased by a London Company, of whom The Asiatic Trading Co. are the local agents, for £25,000 (sterling). It is also stated that three other local steamers are in the market, but it is only a very vague rumour that the China Merchants have sold their vessels, wharves, &c., as a going concern to a foreign syndicate. This syndicate, it may be mentioned, is said to be German, and there is also a rumour to the effect that the Kiaping Mine is to fall into German hands.

We have already recorded that H. E. Wu Ting-fang, Chinese Minister to the United States, declined an invitation the other day to meet Major-General Otis at a dinner in New York. Papers now to hand give Minister Wu's letter of declination, which was as follows:—"While I appreciate your courtesy highly, I feel that I am obliged to decline for the following reasons. I admit that I feel great admiration for General Otis as a military commander and respect him highly as a gentleman, but I think he, while Military Governor, committed an egregious error and did great injustice to the Chinese by introducing the Chinese exclusion act into the Philippines, which have stirred up race prejudice and done harm to those islands. While I believe that General Otis acted upon the ill-advice of some one, still if I were to attend the dinner given in his honour I could not decline the invitation to say something concerning the General, and what I have to say might not be pleasant to the General or his fellow banqueters to hear, though, as I said above, I hold him personally in very high esteem."

A representative of the *Singapore Free Press*, presumably its Editor, who takes such an active interest in musical affairs in that Colony, has been interviewing our local musical celebrity. Our contemporary states:—"Mr. A. G. Ward, who is such an energetic promoter of things musical in Hongkong, has passed through home-wards on a holiday. He hopes to visit Bayreuth this summer and hear the Wagner cycle of operas. One of his plans is the systematic extension of musical education in Hongkong, through the establishment of a regular School of Music. Mr. Alec Marsh will be principal Professor of Singing; there is available now a fair staff for piano and organ study, and Mr. Ward hopes to secure a competent professor of the violin. He had a long talk yesterday with the President of the Philharmonic Society, here as to musical organisation generally in Hongkong and Singapore. The chief difficulty in carrying on sustained work, it was agreed, is the apathetic inertia of the average so-called musical person, who requires a deal of 'shepherding' and wheedling into doing anything at all. Also the incapacity of many gentlemen and ladies to understand that irregularity of effort is inimical to all real chance of even moderate achievement. To attend one out of three choir or orchestral practices is no adequate reason for getting on to a pedestal of virtue, and exuding conscious rectitude at every pore. But we have seen it done."

## TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

## THE CRISIS IN CHINA.

SHANGHAI, 21st March, 6.43 p.m.

IMPERIAL COURT AWAITS  
PEKING'S EVACUATION.

A private telegram received in Shanghai from Hsianfu to-day states that the Imperial Court is going to Heiangyang, in Hupeh, to await the evacuation of Peking by the Allies.

CRITICAL POSITION BETWEEN  
BRITISH, FRENCH, AND  
RUSSIANS.

Tientsin reports that the situation both with the Russians and with the French remains highly critical. The British, it is said, are taking every precaution against possible troubles.

## REUTER'S SERVICE.

London, 19th March.

THE ADMIRALTY AND THE COALING  
STATIONS.

Mr. Forster in the House of Commons said that the Admiralty was not disposed to accede to Mr. Brodrick's proposal to transfer the smaller coaling stations to the Navy, but they were considering the matter.

THE AUSTRALIAN NAVAL CONTIN-  
GENT.

Mr. Forster paid a tribute to the Australian Naval Contingent in China, and hoped that Canada would on no distant day imitate the Australian precedent.

## COLLISION IN THE HARBOUR.

Between half-past four and five o'clock yesterday afternoon, the British steamer *Glenagly* (of the Glen line, whose agents are Messrs. McGregor Bros. and Gow) which was just then entering the harbour from London and Singapore, collided with the British steamer *Hongchow*, one of Messrs. Butterfield and Swire's vessels, which had come in from Chingkiang. The spot where the mishap occurred was about mid-stream, opposite a point between Filder's Street and the Ferry wharf. The *Hongchow* has received the greatest injury, having had her bows completely smashed in. In fact the impact has been so great as to damage the whole of the plates above the water line, and about one half the distance to the rail has been opened out, leaving a large aperture on the fore side of the water-tight bulkhead. The *Glenagly* is but slightly injured. The exact cause of the casualty is at present a mere matter of conjecture, and, under the peculiar circumstances attending it, must remain so until the Marine Court of Enquiry reveals it. The damage is estimated at several thousands of dollars.

ANOTHER BURGLARY IN  
QUEEN'S ROAD.

DROZ AND COMPANY AGAIN BURGLAR.  
Messrs. Droz & Company, 10, Queen's Road Central, who were made the victims of a daring burglary on Chinese New Year's day, when the window of their shop was broken and something like one hundred and fifty watches stolen, have again been similarly visited, their premises having been broken into either late on Wednesday night or early yesterday morning. On this occasion an entrance into the premises was effected from the back, and altogether 36 watches stolen. Information was given to the police, and Sergeant Marison of the detective staff, was given charge of the case. From one of the Chinese detectives employed by him Sergeant Marison learned that an attempt had been made to pawn the watches, and following up this slight clue he yesterday morning arrested three men, who had in their possession a basket containing about two hundred watches. It is believed that the same gang was responsible for the former burglary at Messrs. Droz & Company's shop, in connection with which the police at the time were unable to make any arrests. The three men will probably be brought before the magistrate to-day.

## LATEST STEAMER MOVEMENTS.

The C. P. R. steamer *Empress of Japan* arrived at Kobe at 5 a.m. on Wednesday, the 20th inst., and left again at noon same day for Yokohama, where she was due to arrive at 1 p.m. yesterday.

The H. A. L. steamer *Astoria* from New York, left Manila for this port on the 19th inst., and may be expected here to-day.

The M. M. steamer *Oceanic*, with the next French mail, will leave Saigon to-day at 2 p.m. for this port.

The N. Y. K. steamer *Maiko Maru* (Bombay Line) left Kobe via Moji for this port on the 20th inst., and is expected to arrive here on the 27th inst.

## HONGKONG SANITARY BOARD.

Yesterday afternoon a meeting of the Hongkong Sanitary Board was held. In the absence of the Hon. E. H. May, C.M.G. (Vice-President), Captain Superintendent of Police, Dr. Bell (Acting Principal Civil Medical Officer) was voted to the chair. There were also present Mr. W. Chalmers (Acting Director of Public Works), the Hon. A. W. Brown, Mr. E. Osborne, Dr. Clark (Medical Officer of Health), Mr. Fung Wa Chuen, Mr. Chan A Fook, and Mr. G. A. Woodcock (Secretary).

## RESIGNATION OF MR. J. HOKIKI.

The SECRETARY read a letter from the Colonial Secretary stating that Mr. J. McKie had resigned his seat on the Sanitary Board, and that arrangements would be made for the election of a successor.

The CHAIRMAN said that this matter was referred to at the previous meeting, so that all that was necessary now was to lay the letter on the table.

## BATH-HOUSES FOR CHINESE COOLIES.

The SECRETARY read the following minute from His Excellency the Governor, dated the 7th instant, relative to the provision of bath-houses for Chinese coolies:—

"I think it may have an important bearing upon the health of the colony if two or three bath-houses can be supplied for the use of the working coolies. Ask the S. B. to advise as to this matter and the location of the bath-houses."

Lieut.-Col. Hughes, R.A.M.C.:—"Most necessary. Dr. Harrihan:—"It is eminently satisfactory to find His Excellency advocating a measure urged by the S. B. on previous Government meetings. H.E.'s recommendation should be taken in hand forthwith."

Mr. Fung Wa Chuen:—"It is very important that public bath-houses for coolies be established."

Mr. E. Osborne:—"I think the Board recommended public baths some time ago. They are badly needed, especially for the coolies at Wanchai."

The Vice-president:—"In Shanghai, Peking, Tientsin, and other Chinese cities public baths are opened by private enterprise, like at home. If a Chinese were granted the sole privilege of opening bath-houses, I believe they might be opened in that way. In fact I was approached on the subject some years ago."

The CHAIRMAN said the Board was asked to advise as to this matter of bath-houses and to select some sites. He thought there was no question whether that it was a very good scheme indeed, and he thought the work should be done by the Government. If they waited for private enterprise in the matter it would be a long time in coming. He thought the Government might start with two bath-houses—one east and one west. An Mr. Osborne said, one was very much required in the Wanchai district for the coolies there. He suggested the appointment of a committee to select sites.

Mr. OSBORNE proposed the appointment of Dr. Clark and Mr. Chalmers.

Mr. FUNG WA CHUEN seconded, and the motion was carried.

## THE ANOPHELES MOQUITOES.

The SECRETARY read the following report of Dr. Thomson on the presence of the larvae of the anopheles mosquito in the neighbourhood of the cattle-depot at Kennedytown:—

"I have the honour to report that at the suggestion of the Director of Public Works I have carefully inspected the neighbourhood of the cattle depot at Kennedytown with a view to ascertaining its present condition as regards the presence of larvae of anopheles mosquitoes, and I submit the results of my observations for the information of His Excellency the Governor. I spent the afternoon of Friday, 1st instant, and Tuesday, the 5th instant, at Kennedytown, making my second visit partly to complete notes made on the previous occasion and partly to investigate the result of the severe cold of the preceding two days. I enclose a plan of the district to illustrate my report."

(1) Considering first the main stream marked "A" on the plan—the complete removal of all brushwood from the lower part of it and the filling up of many side pools, are an undoubted improvement to the district. But I found the whole stream in its more stagnant parts literally swarming with larvae of anopheles, which were not confined to any particular hollows. Immediately above the plank bridge beside the old mortuary is a deep pool round the edges of which I was able in the presence of Inspector Watson to scoop up larvae and pupae at nearly every dip of the spoon. And a similar condition existed all along the river. Moreover, over the entire reach of the old side pools, now filled up, a greenish ooze of water-weed has formed above the time and cement with which they have been filled owing to a trickle of water over them, and in this ooze I found the larvae abundant.

3. There are two branches of this stream which join it near the old Tung Wah Mortuary. That marked "B" is also infested with larvae everywhere but that marked "C" is quite free from them, owing to its being rendered foul by soap and soda used by washermen along its banks and so made unfit for the breeding of anopheles.

4. Turning my attention to the Valley on the East side, of the spur occupied by the New Police Station, I found the nullah marked "D" at the date of my visit almost dry and such pools as exist in a foul condition owing to the presence of workmen quarrying or breaking up rocks higher up and consequently free from larvae, while that marked "E" is similarly free from anopheles owing to the use of it by washermen, though I found larvae in springs by the side of the stream.

5. I further continued my enquiry to the west side to which I first referred. At "F" there is a nullah partly trained and in this trained nullah close above the slaughter-houses I found a green ooze similar to that above mentioned coating the surface of the stone floor of the watercourse at certain points where water was trickling from the sides and swarming with the larvae of anopheles.

6. At "G" to the south-west of the new disused silk-works there is a marshy piece of ground used as a cross-garden and here to I found the larvae abundant. At "H" close behind the site of the proposed Tung Wah Hospital Infectious Diseases Branch, there is elevated marshy ground similarly harbouring larvae in abundance.

8. Having given the foregoing facts very careful consideration the following seems to be their practical bearing:—

(1) The valley drained by the two streams marked "D" and "E" does not demand early attention, but inasmuch as there is already in it a considerable Chinese population and as the Chinese city will probably tend to spread still more into this valley the nullahs should eventually be trained when nullahs near the centre of the city have been dealt with.

(2) The neighbourhood of the proposed Infectious Diseases Hospital marked "G" & "H" will need to be thoroughly drained before that building is occupied or it will certainly prove unhealthy. A free channel for a stream flowing past the site should be made with some system of subsoil

drainage for the marshy ground as a whole, to remedy the present damp condition of large part of the surface. In connection with the further cutting of a sloping bank behind the new Hospital, which I understand is to be made a deep damp hollow between the new site and the Government Infectious Diseases Hospital should be filled in, until proper provision is made for the stream passing through it in the interest of both hospitals. (3) Not much more of a temporary character can be done for the improvement of the nullahs to the south-west of the cattle-depot, marked "A" and "B," and I do not think that the needs of the locality at present justified the very expensive measures that would be required to adequately drain the nullah. Much of the bed of the main stream, and its branches a solid irregular rock, and even after this is levelled out, means would be required in this district to be adopted to prevent the existence of the green water-weed to which I have above referred. The presence of anopheles is no source of injury to the cattle, sheep, and pig depot, since they inmates are only there for short periods previous to being slaughtered, nor to the rope-works whose employees are probably entirely, or chiefly, there during the rainy season, so that meanwhile the only inhabited house requiring consideration is that of a caretaker of the cattle-depot. Should further building be projected, this whole subject would require consideration, but in the meantime it seems to me that the inmates of the caretaker's house might be efficiently protected by a combination of the following inexpensive measures:

(a) The use of kerosene in the pools. In the vicinity of the house I recommend the weekly application of it to all pools in which anopheles larvae are able to recognise the larvae of anopheles, thus ensuring all through the next few months, to reduce their numbers as much as possible before the seasons come around again when breeding goes on more rapidly. This should be done in the stream "A" from the cattle-depot to the well known spot above the junction with the stream "B" and should include two lower part of the latter. The total amount of the kerosene required would not be great, as only the pools and places where green ooze exists would need to be done. About one teaspoonful of kerosene to the square yard of the water surface is sufficient, an amount that will not injure the water for drinking purposes at the cattle-depot.

(b) The protection of doors, windows, and verandahs of the houses by wire-gauze, a measure that in the hands of various Italian malaria-typhoid, especially Genoa, has proved entirely satisfactory in some of the worst malarious parts of the Italian railway lines. I shall be glad to point out to the Director of Public Works what I think might be done in this respect and I would suggest that the Government must get out from England a quantity of iron wire-gauze with a mesh not exceeding one-eighth of an inch in diameter for use not only at the houses in question but for other isolated houses occupied by police and others in malarious localities where more radical measures for dealing with anopheles may not be justified by existing means. It is ordered now it could be to hand before the next malarious season.

(c) Medicinal prophylaxis. For this particular family I would recommend the use of quinine which is more easily given to children, less severe in its general effects, and quite as effective as quinine itself in its anti-malarial action.

9. The site of the new police station will probably prove healthy without any special prophylaxis, as on account of its high location, and its free exposure to wind all round, should experience prove otherwise, similar prophylactic methods to those just described can be employed.

10. After the severe cold at the beginning of the present week, the larvae were much less abundant where I had previously found them swarming, and were still to be found in considerable numbers. I fortunately had some under observation in a glass jar in my verandah, when the temperature fell so suddenly. They became sluggish and torpid, and most of them I believed would die in the next day or two. They have become quite lively again, it is probable therefore that the minimum of larvae now present at the present time is more apparent than real, since they are most easily required in ordinary circumstances by their very characteristic movements when disturbed.

11. In conclusion I take this opportunity of urging active efforts for the destruction of the larvae of mosquitoes, not only in Kennedytown, but all over the Colony, at the present season when new generations are not being developed or at least only comparatively slowly, and when therefore such efforts will be much more effective than during the actual fever season.

Dr. Harrihan remarked:—"I should like to add that some three months ago, and again lately, certain urticaria lesions were observed at Quarry Bay and also at the Metropole Hotel. Yesterday I inspected these pools and found them quite free from anopheles larvae with the exception of two small pools, one of which I had overlooked, while the other lying out of the stream had not been affected by the petroleum poured in higher up. This shows how slight carelessness or inattention may nullify what would otherwise be a successful experiment. The Director of Public Works is mistaken in supposing the anopheles have since spread over large portions formerly free of them. They always existed in these places. Dr. Thomson's report only emphasises the necessity of skilled supervision and continuous action in dealing with anopheles pools."

Celli, the Italian malaria authority, has pointed out the facts noted by Dr. Thomson, viz., "The breeding in green ooze and in the bottom of narrow canals and trained nullahs (when almost dry), and has pointed out how these conditions can be most successfully overcome. We are only at the beginning of our knowledge as regards the prophylaxis of malaria, and it is, to say the least, disappointing to find the president of the Sanitary Board stating *caz caterva* that this method of combating the mosquitoes is hopeless, when the experiment has been but half carried out, is only in existence a month, and when no attempt has been made either in the first place to free the nullah from larvae, or to prevent their reproduction pending the complete 'wash out' of the nullah during the rainy season, and this too, notwithstanding Dr. Thomson's strong recommendation urging active efforts for the destruction of the larvae for as long as the colony—when there are such efforts will be much more effective than during the actual fever season."

Mr. OSBORNE said:—"In connection with this report I think it is due to the committee who reported upon the proposed site of the Tung Wah Infectious Diseases Hospital, and especially Dr. Harrihan, to point out that Dr. Thomson fully corroborates the Committee's statements concerning the unhealthy surroundings of the site, and effectually disposes of the denial of these statements made by yourself and the late Director of Public Works." Dr. Thomson says:—"To the S.B. of the new disused silk-works there is a marshy piece of ground used as a cross-garden, and here too I found the larvae abundant. (b) Close behind the site of the proposed Tung Wah Hospital Infectious Diseases Branch there is elevated marshy ground similarly harbouring larvae in abundance. (c) The neighbourhood of the



proposed Chinese Infectious Diseases Hospital will need to be thoroughly drained before that building is occupied or it will certainly prove unhealthy. It is true that the denial of Mr. Osborne and myself are partly from a misunderstanding as to the precise spot Dr. Hartigan referred to, but in reading between the lines of your Report to Government it is difficult to avoid the suspicion that advantage was taken of this loophole to quibble over and discredit Dr. Hartigan's statements, and it is the accumulation of such incidents that has deprived the Colony of its valuable services on this Board. I beg to propose that Government be asked to give effect to Dr. Hartigan's recommendations, and especially those referring to the Infectious Diseases Hospital.

The CHAIRMAN said that in connection with this matter, he would like to point out that the recommendations were being carried out. He supposed the matter would be reported to the Sanitary Board in due course. The Government were taking steps in the matter. A special man had been told off from the Public Works Department. He must take exception to Mr. Osborne's remarks about the report on the site. He (Dr. Bell) thought, and would think till his dying day, that the description of the site by Dr. Hartigan was wrong. With regard to the charge of quibbling, that also he denied. Their words were recorded, and if he and a site was healthy and it was proved to be healthy, there was nothing to prevent the work at that site. The Colonial Office had taken up, and that made him very careful. Some defects he contended were found out and mentioned, and he instructed the water-cress bed. He refrained from making any remarks at last meeting, when Dr. Hartigan made his speech, because there was an element of warmth in the whole matter, and if he had spoken he might have regretted it afterwards. In conclusion, Dr. Bell said he still held that the Infectious Hospital, when finished with big walls, etc., would be healthy as the Kennedytown Infectious Hospital was at present.

Mr. Fung Wa Chuen—Do you second Mr. Osborne's motion?  
The CHAIRMAN—No, I simply said the work is being done.  
Mr. Fung Wa Chuen said he would second. Dr. Hartigan's report was practically the same in substance as the report of the sub-committee. The motion was carried.

ROAD REVENUE AT KOWLOON.  
The SECRETARY read a letter from the Colonial Secretary enclosing the following report of the Deputy Superintendent of Police on the scavenging of the roads in Kowloon:

"During the past three weeks I have been frequently at various hours of the day over all the roads and streets at Yau Ma Tei, Tsimshatsui, and Hung Hom, and once to Tai Koo and Fuk Tsun Heung. The sidewalks in all the main streets are always very fairly clean and remarkably free from obstruction. Only once in the sidewalk of Reclamation Street, Yau Ma Tei, have I seen some foks taking a meal at a small table in the sidewalk, and that was at a time when I saw a basket of oranges put out to dry. It is not unusual to see a shopman sitting on a stool a few inches outside his door, but the obstructions are not such as to prevent the scavenging contractor doing his work or to materially inconvenience passengers. Firewood, tins, etc., are sometimes to be seen temporarily on the sidewalks, but in every case I saw they were on the extreme outer edge between the sidewalk and the road. The above remarks apply only to the main streets. The case of some of the short cross streets is different. Some of these, particularly Second Street and H. H. Lane, Yau Ma Tei, have their sidewalks (if such they can be called, where as one ever does of street) monopolized by hawkers, but the streets are not obstructed and there is not much traffic in them. In the main streets hawkers do not squat on the sidewalks but over the side channels and into the streets. As regards the state of these channels I found them generally clean in Yau Ma Tei, not so good in Hung Hom, but in Tai Koo, and worse in Fuk Tsun Heung. A good deal of rubbish accumulates inevitably round the hawkers' stalls, but the hawkers sweep it up at intervals (I have seen them doing it), and I have generally noticed that the side channels near the hawkers' stalls were cleaner than elsewhere, rather than dirtier. Parts of some streets are obstructed by building materials and debris, but only where building operations are in progress. I don't know where Major Brown's 'handy latrines' are, and I did not see any such places on the sidewalks. Dr. Hartigan mentioned—I entirely agree with Major Brown and Inspector Brett's description of obstruction on sidewalks. As to obstruction of drains, two days ago I saw the Hangchow sewer being emptied with a scoop of dried fish stinking sewage.

The report was laid on the table without comment.

THE NEW WESTERN MARKET.  
The SECRETARY read the following letter from the Government on the subject of the new Western Market:

"With reference to your letter No. 27 of the 7th February, I am directed to acquaint you, for the information of the Board, that it is the intention of Government on the completion of the new market on the site opposite the present Harbour Office, and on the completion of the new Harbour Office, which buildings will be proceeded with simultaneously, to convert the existing Harbour Office into a market, which, with the new market continued, will afford about 210 stalls as against 149 in the existing Western Market.

No change in the existing Western Market can be made until the above works are completed and if it is then found that still more market accommodation is required in this part of the city, the question as to what portion of the old market site should be reserved will be referred to the Sanitary Board for its consideration. The large area to be reclaimed in front of the Central Market containing 22,400 square feet is at present considered as reserved for a new fish market."

AN IMPORTANT ARCHITECTURAL QUESTION.  
The following minute by Dr. Clark, concerning the question of the height of buildings in relation to the width of the streets, on which they front, was read:

"In reply to His Excellency's minutes I regret to say that the mortality returns for the separate health districts of the city afford no reliable information for the purpose of comparison, owing to the fact that no less than 35 per cent. of the total deaths occurring in the city (4,371 in 1900) are returned from the French and Italian Consuls, and I have no means of allocating these deaths to the districts to which they belong. I have, however, gone into the statistics of sickness at the Tung Wah Hospital during the half-year ending December last and I attach an alphabetical list of the numbers of cases in each street, the number of houses in such streets, and the percentage of cases and houses. Where the percentage was not less than twenty, I have added notes as to the width of such streets and the number of stories to the houses therein, and from this return it will be seen that the high percentages of sickness to number of houses

are very largely confined to narrow streets with lofty buildings on both sides, and that even in the wider streets, such as Ladder Street, McGranger Street, New Street, Shing Wong Street, Tai Ping Street, West Street, and King Hing Street, the houses considerably exceed the limit recommended by the Board, which in itself exceeds by fifty per cent. the limit allowed in most of the great cities of England. As it is impossible to give the exact height of the houses in these streets it may be taken that two-story buildings will not be less than 40 feet high, four-story buildings will not be less than 60 feet high, and in many cases they will probably exceed these measurements. Dr. Hartigan intimated: 'Mortality statistics that have obtained in other large cities should be a sufficient guide to sanitary action at Hongkong.'

THE PROPOSED CATTLE CREMATORIUM.  
Correspondence relative to the proposed Cattle Crematorium at Kennedytown was laid upon the table. It was stated that the Public Works Committee had unanimously agreed to recommend that a vote be taken for \$2,024, and that the apparatus had been ordered from England. The Finance Committee had recommended, and the Legislative Council had approved the expenditure.

VICTORIA HOSPITAL.  
The plans for the Victoria Hospital for women and children were laid on the table, and after inspection by the Board they were approved, and the Secretary directed to return them to the Government.

WATER ANALYSES.  
The reports of the analyses of the public water supplies were submitted. Water taken from a fountain in Clatter Road was of excellent quality. A similar quantity taken from a fountain in Hollywood Road gave the same result, as also was that taken from a fountain at the pumping station in Bonham Road West.

THE VILLAGE LIMEWASHING QUESTION.  
The Secretary laid the limewashing return for the past fortnight upon the table.

Mr. Osborne said he did not think he should allow that opportunity to go pass without commenting upon the unfortunate result in the Legislative Council of their recommendation to the Government in connection with the limewashing and cleansing of the outlying villages. In reading the discussion which had taken place in the Council he was much surprised to see that very old worn-out argument brought forward by one of the unofficial members of the Council that he did not know it had been proved that limewashing was a good preventative against plague. He (Mr. Osborne) thought they had fully thrashed out that matter, and had sufficiently educated the intelligent public to their way of reasoning, so far as they would understand that the limewashing itself was carried out with any idea whatever of preventing plague, but with the sole aim and object of enforcing cleanliness. Without limewashing it was impossible for the inspectors to know which house had been cleaned and which had not, and until they saw some white mark they were not assured that the law had been complied with. That was one of the unfortunate circumstances which illustrated how powerless the Board was to do anything effective of its own accord. They were confronted at the present moment with two very fatal epidemics—small-pox and plague—the spread of the diseases they had suggested testing preventative measures beforehand. Among these measures there was one which was recommended by the Medical Officer of Health, and that was the limewashing of the native villages. In a small detail of that sort if there was any one in the colony capable of giving an opinion, if there was any one whose counsel and advice should be valued, it was that of the Medical Officer of Health. If he said limewashing was necessary, that should be sufficient to have it done. He thought it was most discouraging to the Board after all the difficulties and troubles they had had to contend with, to find the Legislative Council unanimously rejecting their recommendations on that point.

No further comment was made on the subject.

PESTILENCE PLAGUE.  
A letter was submitted from Capt. J. K. Gordon, the Under Secretary to the Government at Bombay, forwarding a statement showing the number of plague cases in Bombay City from 22nd January to 4th February last to be 1,382 and 1,188 deaths.

There were 24 cases of plague at Tsimshatsui and 18 deaths.

The SECRETARY read a communication from the Government of Burma as to the removal of the plague restrictions at Burma Ports against arrivals at Hongkong and from Singapore.

A telegram was read from Shanghai declaring Hongkong a plague-infected port, and one from Singapore that no case of plague had occurred there for the 10 days ended March 17th.

PLAGUE AT MANILA.

A statement from the Board of Health at Manila as to the plague cases in that city for the week ended 2nd March gave the number 7, bringing the total up to 37. There had been 24 deaths.

NETHERLANDS INDIA.

A telegram was read to the effect that quarantine was imposed against arrivals from Hongkong in Netherlands India.

VENICE SANITARY REGULATIONS.

Telegrams were read about the withdrawal of the Venice Sanitary Regulation imposed against arrivals from Hongkong, Singapore, and Calcutta, and withdrawal at Calcutta and Chittagong against arrivals from Hongkong.

CHOLERA AT SINGAPORE.

A statement which had been received from the Straits Government relative to cases of cholera at Singapore was submitted. It gave 7 cases and 8 deaths between 31st January and 13th February.

MACAO.

The mortality returns from Macao for the week ended 3rd March, 1901, were 37.

MORTALITY STATISTICS.

The number of deaths in the colony for the week ended 2nd March in the British and Foreign communities was 23.3 as against 33.5 the previous week, and 23.3 the corresponding week of last year. In the whole colony (excluding army and navy) there were 21.7 deaths against 23.5 in the previous week, and 21.6 in the corresponding week of last year.

This was all the business.

The game of chess by cable between Singapore and Batavia has ended in a draw, after a very exciting contest. The Straits Times says:—It has conclusively demonstrated the extreme difficulty of conducting a consultation game in which three persons have to decide upon every move to be made, especially when they cannot conveniently go to meet to discuss and decide the moves. The same difficulty was experienced by the Hongkong Chess Club on a previous occasion, and consequently local players have shown no anxiety for another cable-match.

## SUPREME COURT.

Thursday, 21st March.

### CRIMINAL SESSIONS.

BEFORE HIS HONOUR SIR JOHN CARRINGTON, C.M.G. (CHIEF JUSTICE).

#### THE WANCHAI MURDER CASE.

A widow named Wong Kwai, residing at 143, Queen's Road East, Wanchai, was charged with the wilful murder of a man named Kwong Cheung, of the same address, formerly a messenger in connection with the Supreme Court, on the 5th February.

The prisoner, for whom Mr. E. H. Sharp, appeared, pleaded not guilty.

The following composed the jury:—Messrs. P. A. Cox, John Galbraith, Wan Ki Mei, George Hunter, F. A. C. Hahn, George Patton, and Gustave Meyer.

On Mr. Cox's name being called, he informed his Lordship that this was the third wife he had been called upon to serve that week.

His Lordship—I am afraid you must take your chance.

The Attorney-General said the accused, Wong Kwai, was charged with having, on the 5th February last, feloniously and wilfully murdered one Kwong Cheung, who was for a good many years one of the coolies connected with that Court. In December last he retired from the Government service, receiving a gratuity of \$100.

The deceased had been twice married, and his second wife was still alive. This was the third wife he had been called upon to serve that week.

As she might not prove as good a witness as she might have done before receiving the shock caused by this affair. The deceased man lived on the first floor of No. 143, Queen's Road East, together with his wife and little boy. The man and his wife rented the whole of the first floor. There was no possibility of getting into the room at the back, the only means of entrance being the stairs in front.

The deceased laid out some beds to various men—respectable-looking men, who were out at work during the day. The prisoner, according to her own statement, was at one time a prostitute. She then went to live with a foreigner at Macao, and when he died she said he left her \$500. In April of last year she went to live with the deceased and his wife, and occupied the second cubicle (marked on the plan supplied to the jury). From that time there were various discussions between the deceased man, his wife, and the accused. Seeing that the deceased used to sleep in the same cubicle as the accused, the jury would readily understand that there was likely to be ill blood and quarrelling. Then this woman had a certain amount of money and jewelry, and he thought the jury would find that there were quarrels between the deceased and the prisoner in relation to money matters.

He would have to call their attention to three matters principally. One occurred in the fifth month. The place had been furnished and cleared out in consequence of there having been a case of plague there, and two boxes belonging to the accused and containing some \$240 were brought round to the Court by the deceased, who was at that time being taken back to the prison, complaining that some of the things were missing. Then in the seventh month there was a quarrel about a gold bangle and some bank notes. There was another quarrel a day or two before the death of the deceased. At about two o'clock in the morning the wife said she heard the prisoner and the deceased quarrelling in the cubicle next to the one which she occupied; that she heard the accused tell the deceased that she did not want him, and that if he would give her \$100 they would separate. Although it was not mentioned upon this to show any motive for the murder the money was missing. Then in the seventh month there was a quarrel about a gold bangle and some bank notes. There was another quarrel a day or two before the death of the deceased. At about two o'clock in the morning the wife said she heard the prisoner and the deceased quarrelling in the cubicle next to the one which she occupied; that she heard the accused tell the deceased that she did not want him, and that if he would give her \$100 they would separate. Although it was not mentioned upon this to show any motive for the murder the money was missing.

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## IN MEMORIAM.

The following poem by Mr. Charles J. H. Malcombe, late of the Imperial Maritime Customs and formerly a contributor to this paper, has appeared in several of the English journals:—

### IN MEMORIAM.

MRS. JANET VITE.

The mighty tide of ages rolls along,  
Each billow breaking on the grave;  
Nor can we stay the flood, nor yet prolong  
The life-span of the world-spent wave.

But let us pause in pensive peace awhile,  
And from all worldly thoughts refrain:  
Let pride give place to mourning on this side,  
And all due love and reverence reign.

Let not the sullen sounds of distant strife—  
The griefs or glories that have been—  
Dim the pure lustre of the holy life,  
Which shines around our Mother-Queen.

Mark her career from cradle to the throne!  
Turn back the pages of the past:  
As woman and as Queen she stands alone—  
Pre-sident from first to last.

Fearless in virtue, and in power the same,  
Great in what lives her life departs;  
Bright as the sun her fair, immortal fame  
Shall light the darkness of our hearts.

Grace to the cross and honour to the crown  
Which grinds all lands, which makes them one!  
Show fealty to the sceptre now laid down,  
By her whose work she nobly done.

Let there be peace while now the daylight dies,  
While o'er our Queen Death's angel bends;  
For, as night's shadows darken in the sky,  
A mighty era proudly ends.

REQUIEM AETERNAM DONA EIS, DOMINE.  
Hark! the organ peals—the minute-guns roar,  
So grandly and loudly,  
And the echoes rebound on our rock-girt shore  
Where the standard is flying half-mast once more.  
So sadly and proudly.

The heart of our Isle beats quick with pain  
And tear-dimmed eyes look down in rain—  
But sighs and tears are alike in vain—  
Why prison her soul in clay again?  
Or envy her her crown?

Glorious be hers! Let us kneel and breathe  
Prayers and hymns together;  
Emblems of memory about her wreath,  
Nobly and grandly of her take leave—  
Now, but not for ever.

There's a heart and soul in those guns to-day  
Loyal inspiration,  
In the crowded sides and martial array  
In the reverent throngs who kneel and pray—  
The grief of a nation  
And staunch veneration  
God rest our Queen!

We will remember her—her noble life imparts  
Glorious that will abide  
In England's memory; and though her soul  
Departs  
She is not dead to us, and with our hands and hearts

Honour and serve her now  
Whose reign has now begun;  
He may in us confide—  
Long may he here reside—  
God save the King.

CHARLES J. H. MALCOMBE.

## POLICE COURT.

Thursday, 21st March.

BEFORE MR. HAZELAND.

### DEFRAUDING THE POST OFFICE.

A shop-keeper was charged with infringing the exclusive privileges of the Postmaster-General by transmitting letters from the colony otherwise than through the General Post Office on the 20th inst. He pleaded not guilty.

A linkman stated in evidence that he saw the defendant going on board the steamer *Kong Nam*, which was shortly leaving for Canton. He was carrying a bundle which, on being opened by witness, proved to be made up entirely of letters—77 in all.

The defendant said he was sent to Hongkong from Canton by his master to take delivery of certain goods, and was not aware in the least that the bundle he received contained letters.

His Worship imposed a penalty of \$100 or two months' hard labour. The fine was paid, as in the case in all such prosecutions.

INFRINGING HARBOUR REGULATIONS.  
On the complaint of Sergeant Burchell, the master of a junk was brought up on two charges—(1) unlawfully leaving his anchorage without a permit from the Harbour Master, and (2) having in his possession one rifle without a licence from the Captain Superintendent of Police.

The defendant pleaded guilty and was fined altogether \$25, which he paid. The rifle was forfeited.

ROGUE AND VAGABOND.  
This was the charge preferred against a coolie who was found by Mr. George Lippard, overseer of works going on in Queen's Road, hiding amongst some boxes in an alleyway near Messrs. Lane, Crawford and Co. Mr. Lippard suspected that he was there for no honest purpose, and he gave him into custody.

He was a previous convict against the defendant, and he was sentenced to 14 days' hard labour.

### LOTTERY PROSECUTION.

Lam Ning, of no occupation, pleaded not guilty when charged with unlawfully dealing in "Luk Wai Pui" lottery tickets on the 20th inst.

A linkman deposed that on the 7th inst. the defendant came and asked him to buy a lottery ticket. He wanted 47 cents for it, and said that for a dollar the witness stood to win \$300.

A fine of \$25 or one month's hard labour was inflicted. The fine was paid.

### BEFORE MR. KEMP.

SETTLING A QUARREL.  
A hawker at Shamshipo had a quarrel with his cook on Wednesday evening, because the latter bent the former's son. The cook, to express his objection to the hawker's interfering in the affair, threw a bowl at him, cutting his head severely and mashing the bowl.

The defendant was unable to pay the fine of \$15 imposed, and went to prison for three weeks.

### BIG BATCH OF CHAIR COOLIES FINED.

Forty-six chair coolies, 27 of whom were arrested by Sergeant Kerr and 19 by Chinese constables, were fined \$2 each for not having sun or rain-shades with their chairs.

## CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

### EDUCATION IN HONGKONG.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 20th March.

SIR.—It is really surprising to notice how some people have the audacity to think that they know better how to govern than those who are in power here. Just fancy, Europeans clamouring to have schools where their children may be educated according to European ideas, schools where their children may be imbued from their very youth with that sense of freedom and righteousness which solely association with their own race can give! It is monstrous to think that in these days of progress, in other parts of the world, we should pretend to have in this colony institutions on modern lines. This colony, if it is progressing, is not progressing through the enterprise of the white race. If it becomes a great manufacturing centre, as the prophets predict, it will be all owing to the native race. How can the white race expect any privileges? Europeans should think it a great honour if they are allowed to reside here. It would be better for the colony if they were not here, the official class would then get on much better.

Seeing that the question has now reached a stage where the worthy dependents of Downing Street will stick to that old rule "Native First, the rest after," would it not be better that a petition be sent to Downing Street, putting the question clearly before the progressive mind of the Colonial Secretary (in London)?

If a petition were sent to him, not through official course but direct, and were headed by our worthy Bishop and the leading minds of the commercial community, English and foreign, it may be that the question will be easier settled.

If the object of the school is fairly put before him and the advantages to be got are well explained, it may be that he will sanction the erection of the desired schools. In any case, the colony would receive a definite reply as to his decision and would then be able to act upon it—Yours, etc.

D.

### ROYAL ARTILLERY SPORTS.

Lovely weather favoured the second and principal day of the regimental sports of the Royal Artillery at Happy Valley yesterday, and the crowds witnessing the fights were truly cosmopolitan. The work attaching to the organisation of such a programme as was gone through must necessarily be arduous, but thanks to the efforts of Captain Wymouth and the committee, everything, from start to







## PUBLIC COMPANIES

## HONGKONG STEAM WATER BOAT COMPANY, LIMITED.

SHAREHOLDERS in the above Company are hereby notified that a CALL of \$2 per Share has been made for the 15th instant. PAYMENTS to be made to the Undersecretary at the Company's Office, No. 20, Des Vaux Road, on or before that date accompanied with Scrips for Endorsement.

By Order,  
J. W. KEE,  
Manager.

Hongkong, 2nd March, 1901. [622]

## THE GREAT EASTERN AND CALEDONIAN GOLD MINING COMPANY, LIMITED.

SHAREHOLDERS in the above Company are hereby requested to attend a PRIVATE MEETING to be held in the Company's Office, No. 14, Des Vaux Road Central, TO-MORROW (SATURDAY), 23rd March, 1901, at Noon.

By Order of the Board of Directors,  
LUTGENS, EINSTAMANN & CO.,  
General Agents.

Hongkong, 18th March, 1901. [774]

## THE CHINA AND MANILA STEAM-SHIP COMPANY, LIMITED.

THE EIGHTEENTH ORDINARY GENERAL MEETING of SHAREHOLDERS in the Company will be held at the Company's Office, No. 14, Des Vaux Road, Victoria, TO-MORROW (SATURDAY), the 23rd March, 1901, at Noon, for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1900, declaring a dividend and electing a Consulting Committee and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from the 18th March to 23rd March, both days inclusive.

By Order of the Board,  
SHEWAN, TOMES & CO.,  
General Managers.

Hongkong, 13th March, 1901. [733]

## HONGKONG HOTEL COMPANY, LIMITED.

NOTICE.  
THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held at the Company's Hotel, on TUESDAY, the 26th March, 1901, at Noon, for the purpose of receiving a Statement of Accounts of the Company to the 31st December, 1900, with the Report of the Directors, and to discuss any matter that may be competently brought before the Meeting.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th to the 26th March, both days inclusive.

By Order of the Board,  
C. MOONEY,  
Secretary.

Hongkong, 16th March, 1901. [765]

## QUEEN MINES, LIMITED.

NOTICE.  
THE SECOND ANNUAL GENERAL MEETING of SHAREHOLDERS in the above Company will be held at the Registered Office of the Company, 38 and 40, Queen's Road Central, on WEDNESDAY, the 27th March, 1901, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts for the period ending 31st December, 1900.

The TRANSFER BOOKS of the Company will be CLOSED from the 21st to the 27th instant, both days inclusive.

JOHN D. HUMPHREYS & SON,  
General Managers.

Hongkong, 16th March, 1901. [764]

## CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE.  
THE TWENTY-THIRD ORDINARY ANNUAL MEETING of the SHAREHOLDERS of the Company will be held at the Office of the General Agents, on WEDNESDAY, the 27th March, 1901, at Noon, for the purpose of receiving their Report with a Statement of Accounts to 31st December, 1900.

The TRANSFER BOOKS of the Company will be CLOSED from the 13th to 27th March, both days inclusive.

JARDINE, MATHESON & CO.,  
General Agents.

Hongkong, 8th March, 1901. [683]

## LUZON SUGAR REFINING COMPANY, LIMITED.

NOTICE.  
THE NINETEENTH ORDINARY ANNUAL MEETING of the SHAREHOLDERS of the Company will be held at the Office of the General Agents, on WEDNESDAY, the 27th March, 1901, at 12.30 P.M., for the purpose of receiving their Report and Statement of Accounts to 31st December, 1900.

The TRANSFER BOOKS of the Company will be CLOSED from the 13th to 27th March, both days inclusive.

JARDINE, MATHESON & CO.,  
General Agents.

Hongkong, 8th March, 1901. [684]

## UNIVERSAL TRADING CO., LIMITED

NOTICE is hereby given that the General Manager has made a CALL of \$15 on the Holders of Shares in UNIVERSAL TRADING CO., LTD., which Call is payable to the General Manager on the 31st of March, 1901, at the Company's registered office, No. 4, Des Vaux Road Central.

Dated Hongkong, 31st January, 1901.

ELIUS KELLY,  
General Manager.

Hongkong, 31st January, 1901. [394]

## HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.

THE SHARE CERTIFICATE No. 3117 for One Hundred Shares NUMBERED 79,601/79,740 inclusive, standing in the Register in the name of HO LAY SANG, of Hongkong, having been LOST, Notice is hereby given that unless the said Certificate be produced at the Office of the Company, 38 and 40, Queen's Road Central, Victoria, on or before the 8th day of April, 1901, a New Certificate for the said Shares will be issued and the Old Certificate will thereafter be held by the Company as null and void.

JOHN D. HUMPHREYS & SON,  
General Managers.

Hongkong, 8th March, 1901. [481, 2786]

## HONGKONG BUSINESS DIRECTORY.

## BOOKBINDING

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The only office in China having European taught workmen. Equal to Home Work.

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Contractor, 30, D'Aguiar Street. Local and Coast Port Buildings, Timber, Brick and Granite.

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Chemists and Druggists, High-class Acrobatic Waters, Dealers in Photographic Requisites, Queen's Road.

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Every Household Requisite. Depot for Eastman's Kodak Films and Accessories; 17a, Queen's Road Central.

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Diamond Merchants and Watchmakers, 40, Watson's Building, Queen's Road. Also at Shanghai, Manilla, Paris and London.

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H. YEEA,  
Japanese Photographer, 14, Beaconsfield Arcade, Queen's Road Cl. also Wauchai Amateur's Requisites a Specialty.

## PRINTING

"DAILY PRESS" OFFICE.  
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## STOREKEEPERS

F. BLACKHEAD & CO.,  
Navy Contractors, Shipchandlers, Sailmakers, Provision and Coal Merchants, Praya Central, next Hongkong Hotel.

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Navy Contractors, Ship Chandlers, Provision and Coal Merchants, Sailmakers, &c. Fresh Water supplied to Vessels in the Harbour.

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Shipchandlers, Sailmakers, Hardware, Engineer Tools, Brass and Iron Merchants, 144, Des Vaux Road.

MORE & REIMUND,  
43 and 45, Des Vaux Road. Shipchandlers, Sailmakers, Riggers, Commission Agents and General Storekeepers; Sole Agents for Shipowners' composition ("Greyhound Brand") and Blundell, Spencer & Co.'s Composition.

## TAILORS

R. HAUGHTON & CO.,  
Naval, Military and Court, 16, Queen's Road, Opposite Kuhn's Curio Store.

## TOBACCONISTS

D. S. DADY BURJOR, "LOS FILIPINOS,"  
Importer of the Best Manila Cigars; 25, Pottinger Street.

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DROZ & CO.,  
10, Queen's Road Central. Repairs of Watches and Clocks by competent European experts, at moderate rates.

## THE BRITISH NORTH BORNEO CO.

APPLICATIONS are invited for the POSITION of SUPERINTENDENT of PUBLIC WORKS and GOVERNMENT SURVEYOR. Applications and Copies of Testimonials to be sent to the undersigned, from whom terms may be learnt. Appointment to be taken up as soon as possible.

GIBB, LIVINGSTON & CO.,  
Agents.

Hongkong, 26th January, 1901. [339]

## MITSUI BUSSAN KAISHA

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Yoshinotani Coal Mines,  
Onoura Coal Mines,  
No. 1, Ohtani Coal Mines,  
Ichimura Coal Mines,  
Yoshida Coal Mines,  
Yamano Coal Mines,  
Manoura Coal Mines,  
The Osaka Shosen Kaisha, Limited,  
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Kanagafuchi Cotton Spinning Mills,  
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Tokio Cotton Spinning Mills,  
Mitsui Cotton Spinning Mills,  
Onoda Cement Company,  
Imperial Government Paper Mills,  
MITSUBI BUSSAN KAISHA,  
M. FUJISE, Manager.

Hongkong, 8th March, 1901. [481, 2786]

## SCIENTIFIC MISCELLANY.

SKY STONES—SUN-GLASS CAUTION—THE COMPLETE POTANY—A SEA SYMPH—ENZYMIC CHARACTER OF FERMENTATION INERT GASES—ELECTROLYTIC PHOSPHOROUS—A SINGULAR TREE CAST.

Meteorites became known in the nineteenth century, the fall of stones at L'Aigle in 1803 having given the first accepted evidence that world fragments reach us from space. During the century eleven showers were noted. At L'Aigle 2,000 or 3,000 stones fell; at Pultusk, Poland, 100,000 stones are estimated to have fallen in a shower in 1808, the total weight being 400 pounds; at Estherville, Iowa, about 750 pounds of meteoric matter fell in 1879; and near Forest City, Iowa, several thousand stones fell in 1890. A mass of meteoric iron fell at Mazapil, Mexico, in 1885, at a time when observers were watching for Biela's comet, and during a star shower. About 235 observed meteoric falls were recorded for the century, but only five of these were meteoric iron. In recent years a dozen of more important collections of meteorites have been built up.

The largest is that of Vienna, which represents most of the known falls—more than 500—with a total weight of seven tons. So important have these specimens become that one especially rare one has been valued at four times its weight in gold. In these meteorites 20 elements have been discovered, but all of them exist also in the earth.

In the sun-glass treatment of Dr. H. T. Webster, cancerous growths are burned off by the concentrated rays of the sun, and it is claimed that cures have been effected by three or four cauterizations at intervals of a week. The parts are burned each time so as to smoke freely. It is suggested that not only is the malignant growth destroyed but that adjacent tissue is stimulated and given increased vitality.

A complete record of the plant kingdom has been begun by Prof. A. Engler, who will be aided by the Prussian Government and the Imperial Academy of Sciences. Each of the 280 families will form a monograph by itself, with a separate index. The great undertaking will occupy many years.

A magnificent marine worm of the genus *Enicospira* is one of the present attractions of the Berlin Aquarium. Unlike the worms with which we are familiar on land, these creatures of which specimens are occasionally taken by dredges near Rovigno, on the Adriatic Sea, are beautiful in form and colour. The specimen held captive at Berlin is about three feet long and as thick as one's finger. Around its mouth are five long feelers with gills on both sides like incessantly moving feathers of a rusty brown colour, and it has more than 300 legs! Bundles of muscles extend into every part of its marvellous body. By day this worm remains covered by sand, only its head being visible, but at night it crawls out to get the meat on which it chiefly subsists.

Fermentations of various kinds are produced by microscopic fungi, like the yeast plant, or by enzymes, chemical substances like diastase and pepsin. Some experiments by Herr E. Buchner seem to indicate that all fermentations are due simply to chemical action, the presence of the living cell being unnecessary in yeast fermentation. Quantities of yeast were sterilized by drying in vacuo and then heating several hours in a current of hydrogen at 100 and 110 C., and this yeast was then ground up with sand, Kieselsol, and glycerine solution. Liquid pressed from this mixture had nearly half the fermentative power of the original yeast.

Gold from sea-water is still a dream of inventors. An English patent has been taken out for a process consisting in running the water into tanks and adding milk of lime to decompose the iodide of gold, the metal thrown down being removed with the sludge and amalgamated or melted.

Records of rivers extending backward more than 500 years have been found in Korea.

The list of new atmospheric gases now numbers five, the late researcher of Drs. Ramsay and Travers having shown that the so-called met-argon has no existence, its indications having been due to carbon accidentally introduced in separating the oxygen. By fractional distillation of large quantities of liquid air, enough of the existing gases has been obtained to show their characteristics and properties. All are as inert as argon and helium. Neon is of a brilliant orange-pink colour, krypton is pale violet, and xenon is sky-blue. The results of a study of the spectra will soon be published. The inert elements seem to form a regular group between the halogens, or salt-forming elements and the alkalies, these being the atomic weights. Helium, 4; neon, 20; argon, 40; krypton, 82; xenon, 129.

Phosphorous is prepared electrolytically in the Diel apparatus, lately patented in Germany.

A HELPLESS CRIPPLE!  
N. Bengert, of Norborne, says:—For nineteen months I lay a helpless cripple from Rheumatism. The weight of my body was reduced from 170 lbs. to 130 lbs., a proof of the terrible pain I had to endure. During all this time, I sought a cure, but after using everything I heard of, such as aninals, electricity, Turkish Baths, and above all, useless employing physicians, I considered myself incurable, especially so, when the last physician told me that he would not accept any more money from me, as the case was beyond the human grasp. At this time I noticed your advertisement in one of the morning papers. I ordered Little's Oriental Balm with very little confidence, but I was greatly improved and the continued use of your wonderful remedy cured me, with the help of God, of Rheumatism.

For my part I shall do all in my power to spread its merits. Sold at Re. 1 per bottle. Agents for Hongkong:—THE VICTORIA DISPENSARY, Ltd.

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This apparatus consists of a cylindrical vessel, the bottom of which is formed by a positive electrode of carbon, while the negative carbon passes through an opening in the top and is provided with a screw and hand-wheel for raising or lowering. The raw material—phosphoric acid mixed with a quarter of its weight of charcoal—is introduced through a funnel-shaped opening in the top. The chief advantage claimed is that the production is continuous, and it is not necessary to remove residues after treating each lot of material, as in other processes.

A fossil tree-trunk of solid basalt is the unique specimen to which Mr. R. H. Walcott, of the Royal Society of Victoria, has called attention. Ordinary fossil stems have resulted from a slow replacing of the wood by mineral matter, but it seems that in this case the molten trap must have suddenly closed about the tree, shutting out the air, and the mold formed on cooling must have been filled by a subsequent flow.

Experiment has shown the curious fact that oil on the surface of mica reduces the insulating power of the latter for alternating currents one-half, but water has no effect. All kinds of oil gave the same results, as did also immersion of the mica in oil.

DON'T FISH FOR TROUT WITH A BOAT-HOOK.

Let us suit our tools to the work to be done. We do not trim our nails with a broadsword or fish for trout with a boat-hook.

Now, a word is a tool just as a hoe is or a carpenter's chisel. The Queen's head on a shilling was impressed there by a machine; and certain sounds (called words) were invented for impressing ideas on the mind, on the same principle.

Take the word "excruciating," for instance. It is one of the strongest words in the English language. It is like one of those smashing big hammers in iron or steel foundries—a thing with which green hands are not to meddle. Like the Lord Mayor's coach, or one's own best clothes, it is only to be brought out on fitting occasions. But when the time comes they must be produced, and shown in all their glory to an admiring public.

On this basis, the soundness whereof no intelligent person will dispute, was Mrs. Ann Hill justified in saying what she does about an experience of hers some time ago? "In March, 1896," she says, "I began to be afflicted with rheumatism. The disease was keen and violent. It seemed to strike into my system as a poison serpent strikes his fangs into a man's leg when he isn't watching out. My foot and ankle soon became swollen, hot and painful. In a little time the ailment extended up the right leg to the hip. The pain was excruciating. I got no rest, night or day."

That is what Mrs. Hill says. Is she within bounds? As for me, I say, Yes. Some four or five years ago I had my first—and, thank goodness, my only—taste of acute inflammatory rheumatism. I could stand the dull ache of the muscles fairly well, but when it got hold of the big nerves, and put me into a transport, it made me (you will pardon the expression), it made me "holer." We may reverently doubt whether Job himself, incarcinated as he was of fortitude and patience, could have borne acute rheumatism, or gout, which is rheumatism's more stylish brother, with the same sweetness that marked his deportment under a load of boils and a scolding wife.

No. Mrs. Hill has not employed the strong word "excruciating" without a license. There are more dangerous and fatal diseases, to be sure, than rheumatism; but for that go in to hurt you as it does. Advanced medical authors nowadays are saying it is impossible to tell exactly what pain is. I beg, from the humble point of view of an uneducated layman, to suggest that if these dubious doctors will try a season of inflammatory rheumatism they will find out what pain is—even if they can't cure it.

"I could not," continues Mrs. Hill, "put my foot to the ground, and had to lie in bed with it. When I was a bit better, and able to move about, my steps were uncertain as those of a child learning to walk; and I continually feared I might fall. For over a year (a year lost out of my life, as I could do no work or enjoy any comfort or pleasure), I hobbled around in this way, never free from pain."

In hope of relief, I tried almost everything—but fermentations, rubbing oils, &c. But neither they nor the treatment of the doctors did me any good. In June of last year (1897) I made up my mind to try Mother Seigel's Syrup. It had cured my daughter of a serious ailment, and I fancied it might cure my rheumatism. After taking it for about a fortnight I was decidedly better. The pain was so much easier that I could rest and sleep and eat more than I had done for a long time. This so encouraged and cheered me up that I kept on taking the Syrup until I was entirely free from the complaint.

and I have not had a touch of rheumatism since; although I have undergone as much exposure as I previously did. You are at liberty to publish the facts in my case if you desire. Ann Hill, 80, Bellgrove Street, Glasgow, September 23, 1898.

In curing rheumatism, which is one of the more or less direct results of continued indigestion and liver torpor, Mother Seigel's Syrup corrects the digestive functions and purifies the blood; thus expelling the rheumatic poisons from the body, and guarding against their fresh formation. A valuable piece of knowledge to have in one's head when we consider that rheumatism is as common as it is painful.

PORTLAND CEMENT  
J. B. WHITE & BROS

SOLE AGENTS FOR CHINA,  
MOLLARD, WISE & CO.  
Hongkong, 16th September, 1899. [769]

A ON & CO.,  
PHOTOGRAPHERS AND PORTRAIT PAINTERS.

All kinds of Oil Paintings and Photographic Enlargements.  
33A, TOP FLOOR, QUEEN'S ROAD CENTRAL.  
Opposite to Chas. J. Gaupp & Co.  
Hongkong, 20th March, 1901. [797]

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IVORYWARE, SILKS, AND GRASS  
CLOTHS.

GENERAL EXPORTERS.  
We beg to inform the Ladies and Gentlemen of this Colony that we commenced business on the 11th April, 1900, and we solicit their kind patronage.

No. 1 & 3, D'AGUIAR STREET,  
Behind Hongkong Dispensary.  
Hongkong, 5th April, 1900.

## NOW READY.

THE

## CHRONICLE AND DIRECTORY.

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CHINA, JAPAN, COREA, INDO-CHINA, SIAM, STRAITS

SETTLEMENTS, MALAY STATES, NETHERLANDS INDIA,

PHILIPPINES, BORNEO, &amp;c.,

FOR

1901.

THE THIRTY-NINTH ANNUAL ISSUE.

The DIRECTORY covers the whole of the ports and cities of the Far East, from Netherland India to Siberia, in which Europeans reside. Not only is the Directory as full and complete in each case as it can be made, but each Colony, Port, or Settlement is prefaced by a DESCRIPTION, carefully revised each year, most of which will serve as accurate GUIDES FOR THE TOURIST, giving every detail in connection with the place, their History, Topography, &c. &c.

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783-1]

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When prepared is similar to Breast Milk.

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[1530]

PUT LOG CABIN IN YOUR PIPE & Smoke it

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Mr. N. LAZARUS,  
Oculist-Optician of London and Calcutta,  
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A Great proportion of cataracts and diseases affecting those advancing in life occur to those having some deficiency in the construction of the eyes—the many years of "Eye Strain" ending in serious forms of disease. Glasses specially adapted in youth to those requiring them save and preserve the sight.

Constantly recurring headaches, spells of dimness when reading, weak eyes, the letters running together; any of these symptoms indicate a deficiency in the form of the eye requiring Glasses only to correct and cure.

Mr. LAZARUS supplies his SPECTACLES only after testing the sight.

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TRAIL SQUARES, PLANKS, BOARDS and SCALINGS, PLANKED, TONGUED, and GROOVED BOARDS, FOR FLOORING, CEILING, WALLING, &c. TRAIL SHINGLES for ROOFING.  
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JARDINE, MATHESON & CO.  
Hongkong, 3rd May, 1895. [278]

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CHAMPAGNE GROWERS and SHIPPERS.  
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Sole Agents.  
Hongkong, 17th May, 1895. [152]

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CAPITAL YEN 12,000,000 ANNUAL OUT PUT 800,000 TONS.

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THE celebrated Yubari and Sorachi Coals are widely known as the best and most economical Japanese Coals. The Coals can be obtained at Tokyo, Yokohama, Otaru, Mukoan, Shanghai, Hongkong, and other principal ports. OFFICE: MINAMI IDAMACHI, TOKYO, JAPAN.



## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. VIA PORTS OF CALL.	PLASSY	Brit. str.	—	C. F. Preston, R.N.R.	P. & O. S. N. Co.	On 30th inst. at Noon.
LONDON	STENTOR	Brit. str.	—	G. M. Montford, R.N.R.	BUTTERFIELD & SWIRE	On 2nd April.
LONDON	HONRAY	Brit. str.	—	—	P. & O. S. N. Co.	On or about 6th April.
LONDON	IDOMENEUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 16th April.
LONDON	AGAMEMNON	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 23rd April.
LIVERPOOL DIRECT	ALAK	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 30th April.
LIVERPOOL DIRECT	TANTALUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 15th April.
BREMEN, VIA PORTS OF CALL.	STUTTGART	Ger. str.	—	P. Grosch	MELCHERS & CO.	On 25th inst. at Noon.
MARSEILLES, &c. VIA PORTS OF CALL.	ANNA	Freu. str.	—	Sellier	MELCHERS & CO.	On 25th inst. at 1 P.M.
HAVRE, BREMEN & HAMBURG	PREIBURG	Ger. str.	—	Proesch	CARLOWITZ & CO.	On or about 18th inst.
HAVRE & HAMBURG	MARBURG	Ger. str.	—	c. Binzer	CARLOWITZ & CO.	On or about 27th inst.
HAVRE & HAMBURG	SAVOIA	Ger. str.	—	Behrens	CARLOWITZ & CO.	On or about 4th April.
HAVRE & HAMBURG	HAMBURG	Ger. str.	—	Jacobs	CARLOWITZ & CO.	On or about 8th April.
HAVRE & HAMBURG	SIBIRIA	Ger. str.	—	—	CARLOWITZ & CO.	On or about 15th April.
NEW YORK VIA PORTS & SUEZ CANAL	GYMBIC	Brit. str.	—	—	DODWELL & CO. LIMITED	Quick despatch.
VANCOUVER, VIA SHANGHAI, &c.	EMPEROR OF CHINA	Brit. str.	—	R. Archibald, R.N.R.	CANADIAN PACIFIC R. CO.	On 3rd April.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	QUEEN ADELAIDE	Brit. str.	—	F. McNair	DODWELL & CO. LIMITED	On 29th inst.
SAN FRANCISCO VIA AMOY, &c.	TANTAR	Brit. str.	—	G. D. Bowles, R.N.R.	CANADIAN PACIFIC R. CO.	On or about 10th April.
SAN FRANCISCO VIA SHANGHAI, &c.	COTIC	Brit. str.	—	—	—	On 13th April, at Noon.
SAN FRANCISCO VIA SHANGHAI, &c.	CITY OF PEKING	Amr. str.	—	—	—	On 28th inst. at Noon.
SAN DIEGO, &c. VIA MOJI, &c.	STRATHGYLE	Brit. str.	—	—	—	On 30th April, at Noon.
AUSTRALIAN PORTS	ROSETTA MARU	Jap. str.	—	N. Tate	BUTTERFIELD & SWIRE	On 30th inst.
AUSTRALIAN PORTS	TAIYUAN	Brit. str.	—	—	—	On 29th inst. at 4 P.M.
YOKOHAMA & KOBE	SERBIA	Ger. str.	—	Sachs	SIEMSEN & CO.	On 9th April.
NAGASAKI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	A. E. Moss	NIPPON YUSEN KAISHA	To-day, at 4 P.M.
MOJI, KOBE & YOKOHAMA	YAMAGUCHI MARU	Jap. str.	—	T. Murai	NIPPON YUSEN KAISHA	To-day, at Noon.
SHANGHAI	FLANDRIA	Ger. str.	—	Lehmann	SIEMSEN & CO.	On 26th inst. at Noon.
SHANGHAI	LOONGMOON	Ger. str.	—	—	—	To-day, at 4 P.M.
SHANGHAI & CHINKIANG	ELIA NOSSACK	Ger. str.	—	Brühl	SIEMSEN & CO.	To-morrow, at 4 P.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	OKANIKEN	Freu. str.	—	Schmitz	EAST ASIATIC TRADING CO. LD.	On 25th inst. at 4 P.M.
SHANGHAI & JAPAN	CANTON	Brit. str.	—	C. F. Lockstone, R.N.R.	MELCHERS & CO.	On or about 5th inst.
SHANGHAI	SOBRON	Brit. str.	—	L. M. Wilmor, R.N.R.	P. & O. S. N. Co.	On or about 27th inst.
CHINKIANG & WUHU	PEIYANG	Ger. str.	—	Wiese	SIEMSEN & CO.	On or about 20th inst.
TAIWANEOO	HONHOW	Brit. str.	—	—	—	To-morrow, at 4 P.M.
FOOCHOW VIA SWATOW & AMOY	ANPING MARU	Jap. str.	—	S. Aizumi	BUTTERFIELD & SWIRE	To-morrow.
SWATOW	THALIN	Brit. str.	—	Robson	MITSUBI BUSSAN KAISHA	On 27th inst. at Daylight.
SWATOW, AMOY & TAIWANFOO	AKASHI MARU	Jap. str.	—	K. Suzuki	DOUGLAS LARLUM & CO.	To-morrow, at Noon.
TAMISUI VIA SWATOW & AMOY	MAIZURU MARU	Jap. str.	—	K. Sohajima	MITSUBI BUSSAN KAISHA	On 3rd April, at Daylight.
AMOY & MANILA	SUNGIANG	Brit. str.	—	—	—	On 24th inst.
CEBU & ILOILO	KAIPO	Brit. str.	—	—	—	On 25th inst.
MANILA VIA AMOY	YUKAWA	Brit. str.	—	—	—	On 27th inst.
MANILA	ESMERALDA	Brit. str.	—	Hoffe	BUTTERFIELD & SWIRE	On 27th inst. at Noon.
MANILA	ROSETTA MARU	Jap. str.	—	G. T. Hazland	JARDINE, MATHESON & CO.	On 27th inst. at 5 P.M.
MANILA	TAIYUAN	Brit. str.	—	N. Tate	SIEMSEN & CO.	On 29th inst. at 1 P.M.
SINGAPORE, PENANG & CALCUTTA	SUISANG	Brit. str.	—	Tadd	SIEMSEN & CO.	On 9th April.
SINGAPORE & BOMBAY	MELPOMENE	Amr. str.	—	Matovich	JARDINE, MATHESON & CO.	On 29th inst. at 4 P.M.
STRAITS, COLOMBO & BOMBAY	MARAGON	Brit. str.	—	R. I. L. Cook, R.N.R.	SANDER, WILKES & CO.	On 3rd April, at 1 P.M.
					P. & O. S. N. Co.	On or about 26th inst.

## SHIPPING.

## ARRIVALS.

Mar. 20, WOSANG, British str., 1,127, R. Johns, Wuhu 15th March, General—JARDINE, MATHESON & CO.

Mar. 20, HONG WAN I, British str., 2,060, A. Fripp, Straits Settlements 15th March, General—CHINESE.

Mar. 21, BANCA, British str., 5,095, G. W. Babot, Shanghai 17th March, General—P. & O. S. N. Co.

Mar. 21, DECIMA, German str., 794, C. Christensen, Saigon 16th March, Rice and Flour, CHINESE.

Mar. 21, KONGWAT, German str., 1,115, A. von Rieger, Bangkok 14th March, Rice and Teak—BUTTERFIELD & SWIRE.

Mar. 21, THALES, British steamer, 820, A. J. Robson, Swatow 20th March, General—DOUGLAS LARLUM & CO.

Mar. 21, GLENGYLE, British str., 3,445, Darke, London and Singapore 15th March, General—McGREGOR BROS. & CO.

Mar. 21, HANGCHOW, British str., 1,590, Pearce, Chinkiang 16th March, General—BUTTERFIELD & SWIRE.

Mar. 21, JACOB DIEDERICHSEN, German str., 651, A. Rieke, Haiphong and Hoihow 19th March, General—JESSEN & CO.

Mar. 21, PAKSHAN, British str., 1,235, F. Ferres, Kohol-chang 14th March, Rice—BRADLEY & CO.

Mar. 21, POMPEY, Amr. str., 785, Scrivenner, Manila 18th March, Coal—U.S. NAVY.

Mar. 21, TRINTAU, German str., 1,062, Joh. Sanders, Bangkok 14th March, Rice—ARNHOLD, KASSEL & CO.

Mar. 21, SEVASTOPOL, Russian battleship, 10,900, Melbourne, Colombo 3rd March.

Mar. 21, HUYAN, British str., 1,158, Fraser, Canton 21st March, General—BUTTERFIELD & SWIRE.

Mar. 21, KWANGSI, British str., 1,240, Harris, Canton 21st March, General—BUTTERFIELD & SWIRE.

## CLEARANCES.

At the HARBOR MASTER'S OFFICE.

Haiphong, British str., for Swatow.

Huyon, British str., for Shanghai.

Airle, British str., for Sydney.

Couch, British str., for Palanbang.

Karango, British str., for Shanghai.

Aperade, German str., for Haiphong.

Hue-French str., for Kanchow.

Iris, British str., for Fremantle.

## DEPARTURES.

Mar. 20, MELPOMENE, Amr. str., for Shanghai.

Mar. 21, MUREX, British str., for Nagasaki.

Mar. 21, OLARA, German str., for Haiphong.

Mar. 21, TRITON, German str., for Saigon.

Mar. 21, TELEMACUS, British str., for Saigon.

Mar. 21, SZCHUAN, British str., for Canton.

Mar. 21, AJAX, British str., for Shanghai.

Mar. 21, WOSANG, British str., for Canton.

Mar. 21, LOONGSANG, British str., for Manila.

Mar. 21, ELBA, German str., for Hongkong.

Mar. 21, DR. HANS JERO KIER, Norw. str., for Newchwang.

## VESSELS IN DOCK.

ABERDEEN DOCKS—Sum, Nicell.

KOWLOON DOCKS—U.S.S. Isla de Luzon, U.S.S. Beniti tou, U.S.S. Yorktown, Larkin, S.M.S. Hertha, Gleagle, U.S.S. Newark, H.M.S. Aurora, S.M.S. Jaguar, H.M.S. Robin, H.M.S. Whiting.

OSMOPOLITAN DOCK—U.S.S. Concord, Columbia, Mitok.

## SHIPPING REPORTS.

The American steamer Pompey, from Manila 18th March, had fair weather, N.E. wind, fresh and choppy throughout the voyage.

The British steamer Palskan, from Koh-sichung 14th March, had light N.E. and E.N.E. wind, moderate sea and fine weather from port to port.

The British steamer Thales, from Swatow 20th March, had fine and clear weather with moderate N.E. monsoon. Vessels in Swatow—Wanchow, Tientsin, Kweilin, Hoihow and Wosung.

## VESSELS ON THE BERTH

FOR SHANGHAI AND CHINKIANG.

THE Steamship.

"ELITA NOSSACK."

Captain Bruhl, will be despatched as above on MONDAY, the 25th inst. at 4 P.M.

For Freight, apply to EAST ASIATIC TRADING CO., LD., Agents.

Hongkong, 18th March, 1901. [737]

## VESSELS ON THE BERTH

## FOR SHANGHAI.

THE Steamship.

"FLANDRIA."

Captain Lehmann, will be despatched for the above port TO-DAY, the 22nd inst. at 4 P.M.

For Freight, apply to SIEMSEN & CO., Agents.

Hongkong, 17th March, 1901. [758]

## FOR YOKOHAMA AND KOBE.

THE Steamship.

"SERBIA."

Captain Sachs, will be despatched for the above port TO-DAY, the 22nd inst. at 4 P.M.

For Freight, apply to SIEMSEN & CO., Agents.

Hongkong, 21st March, 1901. [811]

## FOR SHANGHAI.

THE Steamship.

"LOONGMOON."

will be despatched for the above port TO-MORROW, the 23rd inst. at 4 P.M.

This steamer has superior accommodation for First and Second Class Passengers.

For Freight or Passage, apply to SIEMSEN & CO., Agents.

Hongkong, 19th March, 1901. [789]

## FOR CHINKIANG AND WUHU.

THE German Steamship.

"PEIYANG."

Captain Wiese, will be despatched for the above ports TO-MORROW, the 23rd inst. at 4 P.M.

The steamer has superior accommodation for First Class Passengers.

For Freight or Passage, apply to SIEMSEN & CO., Agents.

Hongkong, 21st March, 1901. [812]

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship.

"YUENSANG."

Captain Rolfe, will be despatched as above on MONDAY, the 25th inst. at Noon.

This steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 20th March, 1901. [805]

## COMPAGNIE DES MESSEAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

## PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 25th March, 1901, at 1 P.M. the Company's Steamship "ANNAM," Captain Sellier, with Mail, Passengers, Specie and Cargo, will leave this port for MARSEILLES via BOMBAY.

This steamer connects at COLOMBO with the S.S. Australia, which vessel takes on her Passengers and Mails leaving that port on the 6th April direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the 24th inst. (Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and Values of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 13th March, 1901. [72]

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STRAITS, COLOMBO AND BOMBAY.

STEAMERS.

TO SAIL ON.

REMARKS.

SHANGHAI AND JAPAN.

TO SAIL ON.

REMARKS.

SHANGHAI.

TO SAIL ON.

REMARKS.

LONDON.

TO SAIL ON.

REMARKS.

## PASSENGER SEASON, 1901.

3.5. PLASSY, 7,240 tons March 30th MARSEILLES AND LONDON DIRECT.

3.5. SOBRON, 7,382 tons April 24th Without Transshipment.

For Further Particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 16th March, 1901. [1]

## NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing
QUEEN ADELAIDE	2,832	F. McNair	March 29
GLENGYLE	3,750	W. Frakes	April 1
CLAYBURN	3,328	J. R. Rae	April 12
OLYMPIA	2,837	J. Truebridge	April 26
TACOMA	2,811	A. Dixon	May 17

The attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES OF THE UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £52.

Excellent accommodation. First-class Table. Doctor and STEWARDESS carried.

Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, £48.

The Railroad traveling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; Tacoma to New York in 4 days. Magnificent Scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA AND TACOMA, £35.

The best route to the KODNYKE GOLD FIELDS. Frequent sailings from VICTORIA and TACOMA to DYER and St. Michael.

Rates of Passage to other Points on application.

A special rate allowed to members of Government Service.

For further information as to Passage or Freight, apply to DODWELL & CO. LIMITED, General Agents.

Hongkong, 11th March, 1901. [73]

## HAMBURG-AMERIKA LINIE.

## NORDDEUTSCHER LLOYD.

## OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

## PROPOSED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
FREIBURG	HAVRE, BREMEN & HAMBURG	About 18th March.
MAURBURG	(London with transshipment in Hamburg)	About 27th March.
SAVOIA	HAVRE & HAMBURG	About 4th April.
BAMBERG	(London with transshipment in Hamburg)	About 8th April.
SIBIRIA	HAVRE & HAMBURG	About 15th April.

\* These Steamers have Superior Accommodation for Passengers, and carry a Doctor and a stewardess.

For further particulars as to Freight, Passage, etc., apply to CARLOWITZ & CO., AGENTS.

HAMBURG-AMERIKA LINIE, NORDDEUTSCHER LLOYD, OSTASIATISCHER FRACHTDAMPFER DIENST.

Hongkong, 12th March, 1901. [8]

## IMPERIAL GERMAN MAIL LINE.

## NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

## STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

## PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS.

## LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

## PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.

SAILING DATES.

STUTTGART

WEDNESDAY

17th April.

PRINZESS IRENE

WEDNESDAY

1st May.

PREUSSEN

WEDNESDAY

15th May.

HAMBURG (Hamburg-Amerika Linie)

THURSDAY

23rd May.

SACHSEN

THURSDAY

15th June.

KLAUSCHOU (Hamburg-Amerika Linie)

THURSDAY

12th July.

BAYERN

THURSDAY

8th August.

STUTTGART

THURSDAY

22nd August.

PRINZESS IRENE

THURSDAY

5th September.

PREUSSEN

THURSDAY

18th September.

HAMBURG (Hamburg-Amerika Linie)

WEDNESDAY

2nd October.

SACHSEN

WEDNESDAY

16th October.

KLAUSCHOU (Hamburg-Amerika Linie)

WEDNESDAY

30th October.

BAYERN

WEDNESDAY

13th November.

\* Calling at Amsterdam.

ON WEDNESDAY, the 3rd day of April, 1901, at Noon, the Steamship "STUTTGART" of the NORDDEUTSCHER LLOYD, Captain P. Grosch, with MAIL, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 1st April, Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 2nd April, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 2nd April.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO., AGENTS.



VESSELS ON THE BERTH.  
OCEAN STEAMSHIP COMPANY.

OUTWARDS.		
FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL.	"PYRRHUS"	On 29th March.
GLASGOW and LIVERPOOL.	"ANENOR"	On 1st April.
GLASGOW	"ULYSSES"	On 11th April.
HOMEWARDS.		
FOR	STEAMERS	TO SAIL
LONDON	"STENTOR"	On 2nd April.
LONDON	"IDOMENEUS"	On 16th April.
LONDON	"AGAMEMNON"	On 23rd April.
LONDON	"AJAX"	On 30th April.
LIVERPOOL, DIRECT.	"TANTALUS"	On 15th April.
(Taking Cargo at London Rates).		

For Freight, apply to

BUTTERFIELD &amp; SWIRE,

AGENTS O. S. S. Co.

Hongkong, 21st March, 1901.

CHINA NAVIGATION CO.,  
LIMITED.

FOR		
STEAMERS	TO SAIL	
TAIWANFOO	"HOIHOW"	On 23rd Mar.
AMOY and MANILA	"SUNGKIANG"	On 25th March.
CEBU and ILOILO	"KAIFONG"	On 27th March.
MANILA	"TAIYUAN"	On 9th April.
PORT DARWIN, THURSDAY IS.		
LAND COCKTOWN, TOWNS		
VILLE, BRISBANE, SYDNEY		
and MELBOURNE		

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 20th March, 1901.

THE OSAKA SHOSHEN KAISHA,  
LIMITED.

FOR TAMSUI VIA SWATOW AND AMOY.

THE Company's Steamship

"MAIDZURU MARU,"  
Captain K. Sobajima, will be despatched for the above ports on SUNDAY, the 24th inst.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,  
Agents.

Hongkong, 18th March, 1901.

COMPAGNIE DES MESSAGERIES  
MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE,  
AND YOKOHAMA.

THE Company's Steamship

"OCEANEN,"  
Captain Schmitz, will be despatched for the above ports on or about MONDAY, the 25th inst.

For Freight or Passage, apply to

G. DE CHAMPEAUX,  
Agent.

Hongkong, 18th March, 1901.

THE OSAKA SHOSHEN KAISHA,  
LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU,"  
Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the 27th March, at DAYLIGHT.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,  
Agents.

Hongkong, 13th March, 1901.

THE CHINA & MANILA STEAMSHIP  
COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"ESMERALDA,"  
Captain G. T. Blackland, will be despatched as above on WEDNESDAY, the 27th inst., at 5 P.M.

This Steamer has Superior Accommodation for Passengers, and is fitted with the Electric Light.

A Doctor is carried.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
General Managers.

Hongkong, 20th February, 1901.

AUSTRIAN LLOYD'S STEAM NAVI-  
GATION COMPANY.

STEAM FOR SINGAPORE AND BOMBAY.

(In close connection with the Company's accelerated line to Trieste.)

THE Company's Steamship

"MELPOMENE,"  
Captain Matcovich, will be despatched as above on WEDNESDAY, the 3rd of April, P.M.

For information as to Passage and Freight, apply to

SANDER, WIELER & CO.,  
Agents.

Hongkong, 20th March, 1901.

CANADIAN PACIFIC RAILWAY  
COMPANY'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA,  
JAPAN AND EUROPE VIA CANADA  
AND THE UNITED STATES.

THE Company's Steamship

"TARTAR,"  
(4,425 Tons),  
Captain G. D. Bowles, R.N.R., will leave Hongkong on or about WEDNESDAY, the 10th April, 1901, taking Passengers and Cargo.

For VICTORIA AND VANCOUVER, B.C. (via INLAND SEA, KOBE and YOKOHAMA).

Making close connection at Vancouver with the Canadian Pacific Railway for all points in Eastern Canada, the United States and Europe.

For Freight or Passage, apply to

D. E. BROWN,  
General Agent, Hongkong

Hongkong, 8th March, 1901.

## VESSELS ON THE BERTH

OCCIDENTAL AND ORIENTAL  
STEAMSHIP COMPANY.TAKING CARGO AND PASSENGERS  
TO JAPAN, THE UNITED  
STATES,  
MEXICO, CENTRAL AND SOUTH  
AMERICA, AND EUROPE, VIA THE  
OVERLAND RAILWAYS AND  
ATLANTIC AND OTHER CONNECTING  
STEAMERS.VIA INLAND SEA OF JAPAN AND  
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

COPTIC (via Shanghai,  
Nagasaki, Kobe, In-  
land Sea, Yokohama,  
and Honolulu) SATURDAY, Apr. 13,  
1901, at Noon.GALIC (via Shanghai,  
Nagasaki, Kobe, In-  
land Sea, Yokohama,  
and Honolulu) TUESDAY, May 7,  
1901, at Noon.DONIC (via Shanghai,  
Nagasaki, Kobe, In-  
land Sea, Yokohama,  
and Honolulu) SATURDAY, June 1,  
1901, at Noon.

THE Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU SATURDAY, the 13th April, 1901, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY,  
Acting Agent.

Hongkong, 20th March, 1901.

## U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP  
COMPANY.VIA INLAND SEA OF JAPAN AND  
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF PEKING (via  
Shanghai, Nagasaki, Kobe,  
Inland Sea, Yokohama,  
and Honolulu) THURSDAY, Apr. 30, 1901, at Noon.CHINA (via Shanghai,  
Nagasaki, Kobe, In-  
land Sea, Yokohama,  
and Honolulu) SATURDAY, May 25,  
1901, at Noon.

THE Company's Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on THURSDAY, the 30th April, 1901, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY,  
Acting Agent.

Hongkong, 5th March, 1901.

## NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:

ADOLPH ORRIS, American ship, Ambsbury—Standard Oil Co.

COLONIES, British steamer—Dodwell &amp; Co.

HATIR G. SMITH, American schooner, Riley—Master.

MOZAMBIQUE, British ship, Robt. Clemens—Master.

SEA WITCH, American ship, Howes—Master.

Hongkong, 13th March, 1901.

## VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.STEAM FOR STRAITS, CEYLON, AUS-  
TRALIA, ADEN, EGYPT,  
MEDITERRANEAN PORTS,  
PLYMOUTH AND LONDON.THROUGH BILLS OF LADING ISSUED FOR  
BATAVIA, PERSIAN GULF, CONTINENTAL  
AND AMERICAN PORTS.

THE Steamship

"PLASSY,"  
Captain C. F. Preston, R.N.R., carrying His Majesty's Mails, will be despatched from this for Batavia and London, on SATURDAY, the 30th March, at Noon, taking passengers and cargo for the above ports.

All Cargo for France and London will be conveyed direct without transhipment.

Cargo for Bombay will be transhipped at Colombo into the s.s. *Mazagon*.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to

H. A. RITCHIE,  
Superintendent.

Hongkong, 18th March, 1901.

CALIFORNIA AND ORIENTAL  
STEAMSHIP COMPANY.IN CONNECTION WITH THE  
ATCHESON, TOPEKA AND SANTA FE  
RAILROAD CO.PROPOSED SAILINGS FROM  
HONGKONG TO SAN DIEGO  
AND SAN FRANCISCO,  
VIA INLAND SEA OF JAPAN AND  
HONOLULU.TAKING CARGO AND PASSENGERS  
TO JAPAN PORTS AND  
HONOLULU.THE UNITED STATES,  
MEXICO, CENTRAL AND SOUTH  
AMERICA, &c.

S.S. "STRATHGYLE" On 30th March

The Steamship "STRATHGYLE" will be despatched for SAN DIEGO and SAN FRANCISCO VIA MOJI, KOBE and YOKOHAMA on 30th March.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, China and Japan

Hongkong, 21st February, 1901.

THE OSAKA SHOSHEN KAISHA,  
LIMITED.FOR SWATOW, AMOY, AND  
TAIWANFOO.

THE Company's Steamship

"AKASHI MARU,"  
Captain K. Sudzuki, will be despatched for the above ports on WEDNESDAY, the 3rd April, at DAYLIGHT.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,  
Agents.

Hongkong, 20th February, 1901.

## NATAL LINE OF STEAMERS.

THE undersigned GENERAL AGENTS  
in CHINA and JAPAN for the above Line  
are prepared to issue THROUGH BILLS  
OF LADING for all the principal ports in  
South Africa, in connection with INDO-  
CHINA STEAM NAVIGATION Co.'s fortnightly  
service hence to CALCUTTA. Sailings from  
CALCUTTA for CAPE PORTS every fortnight.For Freight and further particulars,  
apply toDODWELL & CO., LIMITED,  
General Agents for China and Japan.

Hongkong, 4th August, 1897.

AMERICAN SYSTEM  
OF  
DENTISTRYAT  
No. 39, QUEEN'S ROAD CENTRAL,  
CHADWICK KEW  
(LATE OF POATE & NOBLE).

Hongkong, 15th September, 1899.

## SIEN TING.

SURGEON DENTIST,  
No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 23rd September, 1899.

## AT THE SEAT OF WAR.

BEING an Account of the Doings of the  
2ND BATT. ROYAL WELSH  
FUSILIERS  
in the  
NORTH CHINA CAMPAIGN 1900.  
Reprinted from the Hongkong Daily Press.  
Price—10 cents per copy cash.  
Copies can be obtained at the Soldiers' Club,  
or of Booksellers.

Hongkong, 6th December, 1900.

## ARGUS DE LA PRESSE.

FONDÉ EN 1897.

POUR être sûr de ne pas laisser échapper  
un journal qui l'auteur nommé, il était  
abonné à l'Argus de la Presse, "qui lit, découpe,  
et traduit tous les journaux du monde, et en  
fournit les extraits sur l'importance journalière."  
Hector MALOT (Zola, p. 70 et 323)  
L'Argus de la Presse fournit aux artistes  
littéraires, aux écrivains, aux hommes politiques, tout  
ce qui paraît sur leur compte dans les journaux  
et revues du monde entier.  
L'Argus de la Presse est le collaborateur in-  
digné de tous ceux qui préparent un ouvrage,  
étudiant une question, s'occupant de statistique  
etc., etc.  
S'adresser aux bureaux de l'Argus, 14, rue  
Dronot, Paris.—Téléphone.  
L'ARGUS LIT 5,000 JOURNAUX PAR JOUR.

Hongkong, 13th March, 1901.

## NOTICES TO CONSIGNEES

## NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamship

"CHUSAN,"  
FROM BOMBAY, COLOMBO AND  
STRAITS.Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods are  
being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out mark by mark,  
and delivery can be obtained as soon as the  
Goods are landed.This Vessel brings on Cargo:—  
From London, ex s.s. *Australia*,  
From Persian Gulf, ex s.s. *Khandalla*,  
*Pamba* and *Java*.Optional goods will be landed here unless  
instructions are given to the contrary before  
10 A.M. TO-MORROW.Goods not cleared by the 22nd instant, at  
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in  
any case whatever.All damaged packages must be left in the  
Godowns, and a certificate of the damage ob-  
tained from the Godown Company within ten  
days after the vessel's arrival here, after which  
no claims will be recognised.H. A. RITCHIE,  
Superintendent.

Hongkong, 15th March, 1901.

AUSTRIAN LLOYD'S STEAM NAVI-  
GATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA AND KOBE.

THE Steamship

"CHINA,"  
having arrived, Consignees of Cargo are hereby  
informed that their Goods are being landed at  
their risk into the Godowns of the Hongkong  
and Kowloon Wharf and Godown Co., Limited,  
whence delivery may be obtained.No Claims will be admitted after the Goods  
have left the Godowns, and all Claims must be  
sent in to the Office of the undersigned before  
Noon, on the 28th March, or they will not be  
recognised.No Fire Insurance has been effected, and  
any Goods remaining in the Godowns after the  
28th of March will be subject to rent.Bills of Lading will be countersigned by  
SANDER, WIELER & CO.,  
Agents.

Hongkong, 19th March, 1901.

AUSTRIAN LLOYD'S STEAM NAVI-  
GATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID,  
ADEN, COLOMBO, PENANG AND  
SINGAPORE.

THE Steamship

"TRIESTE,"  
having arrived, Consignees of Cargo are hereby  
informed that their Goods are being landed at  
their risk into the Godowns of the Hong-  
kong and Kowloon Wharf and Godown Co.,  
Limited, whence delivery may be obtained.This Vessel brings Cargo:—  
From Venice, ex s.s. *Pollux*, transhipped at  
Trieste.From Levante, ex s.s. *Apollo*, transhipped at  
Port Said.Optional Cargo will be discharged here unless  
notice to the contrary be given immediately.No claims will be admitted after the Goods  
have left the Godowns, and all claims must be  
sent in to the office of the undersigned before  
Noon on the 28th of March, or they will not be  
recognised.No Fire Insurance has been effected, and any  
Goods remaining in the Godowns after the 28th  
of March will be subject to rent.Bills of Lading will be countersigned by  
SANDER, WIELER & CO.,  
Agents.

Hongkong, 19th March, 1901.

## OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"TANTALUS"

are hereby notified that the Cargo is being dis-  
charged into Craft, and/or landed at the Go-  
dowens of the Kowloon Godown Co., in both  
cases it will be at Consignees' risk. The Cargo  
will be ready for delivery from Craft or Godown  
on and after the 18th inst.Optional cargo will be landed unless notice  
has been given prior to steamer's arrival.Goods undelivered after the 22nd instant will  
be subject to rent. All damaged Goods must  
be left in the Godowns, where they will be ex-  
amined at 11 A.M. on the 26th instant.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 15th March, 1901.

FROM HAMBURG, PENANG, AND  
SINGAPORE.

THE H. A. L. Steamship

"SERBIA,"  
Captain Sachs, having arrived from the  
above ports, Consignees of Cargo are hereby  
requested to send in their Bills of Lading for  
countersignature by the Undersigned and to  
take immediate delivery of their Goods from  
alongside.Optional Cargo will be forwarded unless  
notice to the contrary be given before 3 P.M.  
TO-DAY, the 20th inst.Any Cargo impeding her discharge will be  
landed into the Godowns of the Hongkong  
and Kowloon Wharf and Godown Company, Limited,  
and stored at Consignees' risk and expense.No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 27th instant will be  
subject to rent.All broken, chafed, and damaged Goods are to  
be left in the Godowns, where they will be  
examined on the 20th inst. at 3 P.M.

No Fire Insurance has been effected.

SIEMSEN & CO.,  
Agents.

Hongkong, 20th March, 1901.

## OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"AJAX"

are hereby notified that the Cargo is being dis-  
charged into Craft, and/or landed at the Go-  
dowens of the Kowloon Godown Co., in both  
cases it will be at Consignees' risk. The Cargo  
will be ready for delivery from Craft or Godown  
on and after the 22nd inst.Optional cargo will be landed unless notice  
has been given prior to steamer's arrival.Goods undelivered after the 27th inst. will  
be subject to rent. All damaged Goods must be  
left in the Godowns, where they will be  
examined at 11 A.M. on



